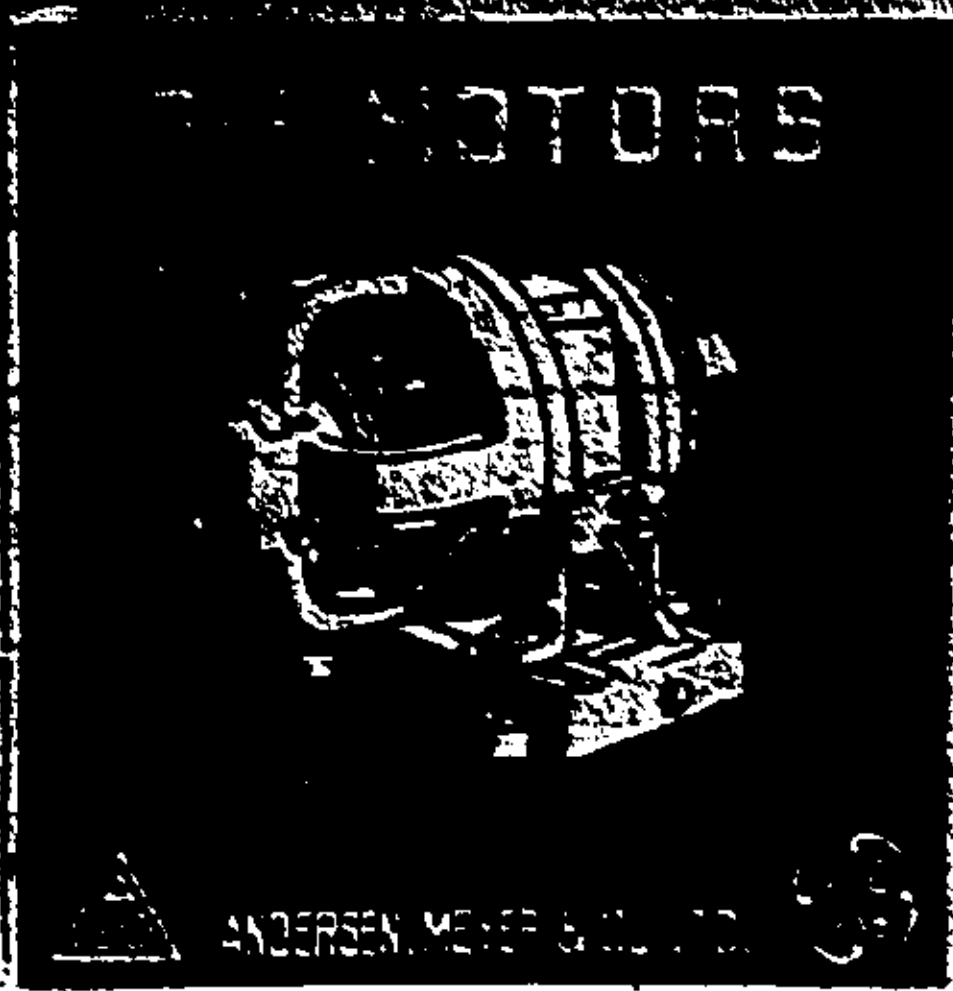




The Hongkong Telegraph.

(ESTABLISHED 1881)

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MONDAY, SEPTEMBER 22, 1919.

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REUTER'S TELEGRAMS.

WANT TO COME EAST.

FIFTEEN THOUSAND PASSENGERS AWAITING BERTHS.

London, September 19.
The Times says there are now 15,000 people awaiting passages to the East, these mostly being business men and wives and families of men in the East.
Practically the only available accommodation is any which may fall vacant at the last moment.
It is believed that the shortage of accommodation for civilians will last another six weeks or two months.

INDIAN MATTERS.

London, September 19.
The Agent of the Maharaja of Nepal visited the Indian Camp at Hampton Court on the 17th inst. and gave a message from the Maharaja to the Gurkhas and a present from the Maharaja to every officer and man.
The British Mission to the Imam of Yemen has been captured by the Sherahs of Basra and despoiled but its members are unharmed. Their release is probable. There is no further news of the fighting at Hodeida but reinforcements must have arrived and should have made everything secure.
The India Office denies that requisitioned berths on steamers are unfilled. The rumours of wasted berths are said to have originated in a recent muddle, when twenty requisitioned berths were unoccupied. The India Office was not responsible therefor.
The newspaper Modern Transport states that the Indian State Railways have ordered 178 locomotives from England, the Bengal Nagpur Railway thirty-five, the Bombay-Baroda Railway twenty-five, the Madras, South Mahratta and Burma Railways seventeen each, the Assam-Bengal twelve, the Eastern-Bengal State Railway and the South Indian Railway ten each, the Nizam's State Railway nine and the G.I.P. 104.

LORD FRENCH'S BOOK.

London, September 19.
Lord French, in a new preface to the second edition of his book "1914," publishes a letter from Mr. Asquith, dated May, 1915, in which Mr. Asquith says he notes that Lord French finds the 4.7 inch gun practically useless and wants a substantially higher percentage of high explosives. "I won't forget this," says Mr. Asquith. It was in reply to this letter that Lord French wrote Mr. Asquith acknowledging his "unfailing sympathy and encouragement."

THE SILVER MARKET.

London, September 19.
Silver is quoted at 62d. ready and 61 1/4d. forward. The market is steady.
Messrs. Samuel Montagu and Co.'s report says that owing to a fair demand for the Continent, and the smallness of offers from America, the market has shown a firmer tendency. The raising of the price of telegraphic transfers on India to a two-shillings rupee has resulted in a steady rise in price, with a narrowing margin between cash and forward quotations.

FRENCH ELECTION CHARGES.

Paris, September 18.
The prospective candidates to the Chamber of Deputies in the new elections will have to pay for their elections. The Chamber's Committee on Universal Suffrage, after taking into account the hostility to the project, has decided to report a new Bill, placing all the election charges on the shoulders of the candidates.—Havas.

DIVISION OF TURKEY'S TERRITORIES.

Paris, September 18.
It seems possible that the Peace Conference will hold sittings in London. The British delegates have been urging the change for some time. The fate of the Turkish Empire, which is specially interesting to Great Britain, will be discussed in London.—Havas.

THE SYRIAN QUESTION.

Paris, September 18.
French opinion on the Syrian question has been largely reassured by the publication of summaries showing the position adopted by the British Government towards the claims of King Hussein of Hedjaz intimating that no claims on his part could conflict with friendship between France and Great Britain.—Havas.

FRANCE AND THE EIGHT-HOUR DAY.

Paris, September 18.
In the course of the debate on the Peace Treaty, a Socialist said there was great anxiety in French labour circles because it was said that France was the only country observing the principle of an eight-hour day. Concerning the eight-hour day in Germany there were so many exceptions that it was a delusion from the French point of view.—Havas.

THE DECLINE OF THE FRANC.

Paris, September 18.
After the sensational rise in the exchange value of the pound sterling, speculations began in the rate for the franc, the official quotation being 27 francs 82 centimes.—Havas.

REUTER'S TELEGRAMS.

CHINA'S NEW RAILWAY.

A CHANCE FOR INVESTORS.

London, September 18.
The Board of Trade Journal says that from an investor's viewpoint the prospects of railway development in China are promising. Even proposals which in themselves are unattractive will be in a much stronger position when they form part of a comprehensive railway system. It may be expected that 50,000, or even 100,000 miles of railway, will be built in China in the next quarter of a century, linking up all the principal ports.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

IMPORTANT VOLUNTEER JUDGMENTS.

Singapore, September 20.
The M.S.V.R. judgment was delivered on the 16th inst. at Klang Police Court. In the case of Pte. S. Winthrop, who asked for an order that the Commandant was bound to accept his resignation, it was ruled that the M.S.V.R. was not on active service and Winthrop should have been struck off the muster roll. In the case of Private French, the charge of failing to attend compulsory parade was dismissed as there was no proof that defendant was summoned to the parade.

A PURITY CAMPAIGN.

Singapore, September 19.
The Police have recently been active in rounding up loose women infesting the esplanade nightly. Several private brothels have been ordered by the Court to close within 80 days.

COLOMBO SHORT OF COAL.

Singapore, September 20.
Information has been received of a shortage of bunker coal at Colombo. Vessels are only supplied with sufficient coal to reach the next bunker port. This does not apply to the P. and O., the B.I. and M. M. steamers.

SINGAPORE YACHT CLUB.

Singapore, September 20.
The Yacht Club propose to erect a Club hall at Weiland off the east wharf, \$10,000 being required of which \$3,000 has already been promised. A further \$5,500 was promised at a meeting held yesterday.

ANOTHER EX-GERMAN STEAMER.

Singapore, September 19.
The Iserlohn, another ex-German vessel, arrived yesterday.

IMPERSONATING FOOD CONTROL OFFICIAL.

Singapore, September 19.
A Chinese, charged on three counts with impersonating a Food Control official and selling bogus rice licences, was sentenced to one year's imprisonment on each count, the sentences running concurrently.

STRAITS RICE CONTROL.

Singapore, September 19.
The price of white and parboiled rice has been fixed by the Controller here at \$458.70 a kroyen for dealers and \$4.80 for retailers.

LICENSING BOARD.

JAPANESE APPLICATION REFUSED.

A meeting of the Licensing Board was held, to-day, at 12.15. The Hon. Mr. A. G. M. Fletcher, O.B.E., presided, and there were present the Hon. Mr. C. G. Alabaster, O.B.E., the Hon. Mr. C. Mc. I. Messer, O.B.E., and Messrs. A. Mackenzie, A. Shelton Hooper, and G. A. Woodcock (Secretary).
Application was made, under the Liquors Consolidation Ordinance of 1911, for a Restaurant Adjunct Licence, by Yoshitaro Fatume, of No. 1 Spring Garden Lane.
The applicant stated that he had formerly kept a barber's shop in Shanghai. He had not held a licence in Hongkong before.
The Board decided that there were already sufficient Japanese restaurant licences in the vicinity and it could not grant the application.
The Chairman explained that the application could be renewed at the annual Licensing Sessions.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

WEDNESDAY, SEPT. 24.

Humphrey's Estate Co.—Shareholders' meeting at Hongkong Hotel—noon.

SATURDAY, SEPT. 27.

Douglas Steamship Co.—Shareholders' meeting—noon.

A robbery took place last night at the Pak Kee Shop at Wing Lok Street, in the course of which a quantity of gold leaf was stolen, valued at \$112,000.

BLUE FUNNEL MATE.

CHARGED WITH REFUSAL OF DUTY.

An enquiry was held this morning into the conduct of F. Twomey, third mate of the s.s. Jason, who, it is alleged, refused to carry out his duties on the 4th instant.

The following constituted the Court of Enquiry—Captain Basil Tylor R.N. (President), Lt. Commander P.V. Kilgour, R.N. (Tamar), Captains R.A. Matthews (s.s. Lai Sang), J.S. Thomson (s.s. Hatching) and J. Mc Alush (s.s. Tung Sing).

The complainant is Captain T.W. Quirk, of the s.s. Jason.

Mr. C. E. H. Beavis appeared for the defendant and Mr. D. J. Lewis for the plaintiff.

Defendant pleaded not guilty.

Mr. Lewis, outlining the facts, said that on 21st August the steamer Jason entered Shanghai. She was taken up by a European pilot and during the passage on the river to Shanghai, Mr. Twomey was the officer at the wheel. At 10 o'clock that morning the quartermaster McNeil was as the wheel. At about 11 o'clock the pilot gave the quartermaster an order to steer port helm. The third officer was in the wheel house. The pilot gave an order to the quartermaster to start aft. On his seeing that the course was altered, the pilot spoke to the quartermaster and told him that he had to accept no order except his. Shortly after, the third officer again told the quartermaster to start helm. On this occasion he refused to do so unless the officer got an order from the master or the pilot. The third officer repeatedly asked and when he refused to do so the third officer took the wheel from the quartermaster. There was a scuffle and the master entered.

The Captain told the quartermaster that they had to obey the orders of the pilot and told the third officer not to interfere. On the 24th August the ship left Shanghai and came in charge of a European pilot. The third officer told the Captain that the quartermaster did not obey his orders. The Captain told him to carry on his duties. After some discussion the third officer refused to carry on his duties unless the quartermaster obeyed him.

Complainant said on the 21st August the ship was proceeding on the Yangtze River in charge of a pilot. The quartermaster McNeil left the wheel. He had reprimanded him for his steering. The pilot repeatedly told the quartermaster not to leave.

Witness, continuing, said on 4th September the ship was at Shanghai and proceeded down the river in charge of a pilot. At 10 a.m. the quartermaster, McNeil, came on the bridge to take charge of the wheel. Defendant said to witness—"I see you have not taken notice of my protest."

Mr. Lewis—Was Mr. Twomey on watch at that time?—Yes.

Continuing witness said he asked him what he was talking about. He said he refused to accept responsibilities while the quartermaster was at the wheel. Witness told defendant he would see defendant afterwards. He again repeated his statement that he would accept no responsibilities. Witness asked him whether he meant that he refused to carry on his duties and he raised his voice and began shouting. Witness told him not to shout and asked him to give a good example to the crew. He asked him what would become of the crew if he set such an example. He did not lower his voice but kept shouting. He said something to the effect that witness was not handling the ship well. On speaking to him in this manner witness said to defendant—"If you speak to me in this manner I will hit you on the jaw." Defendant said if witness did so he would be sorry for it. Witness said that all that he expected of defendant was that he should carry on his duties. Witness asked him again if he refused duty. Defendant went up the ladder leading to the bridge. Witness asked him again if he refused duty. Defendant definitely said—"Yes." Witness then said—"You had better go." Since then defendant had not performed his duties.

Captain Tylor—Did you put him off duty?—I told him to go.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 2 3/4d.

BACK TO BEER.

Toronto, July 27.—After a year of prohibition the town of Hull, Quebec, has voted by a large majority in favour of the sale of beer and wine.

The official log was produced in Court.

In reply to Captain Tylor, witness said the third mate held the certificate of a first mate.

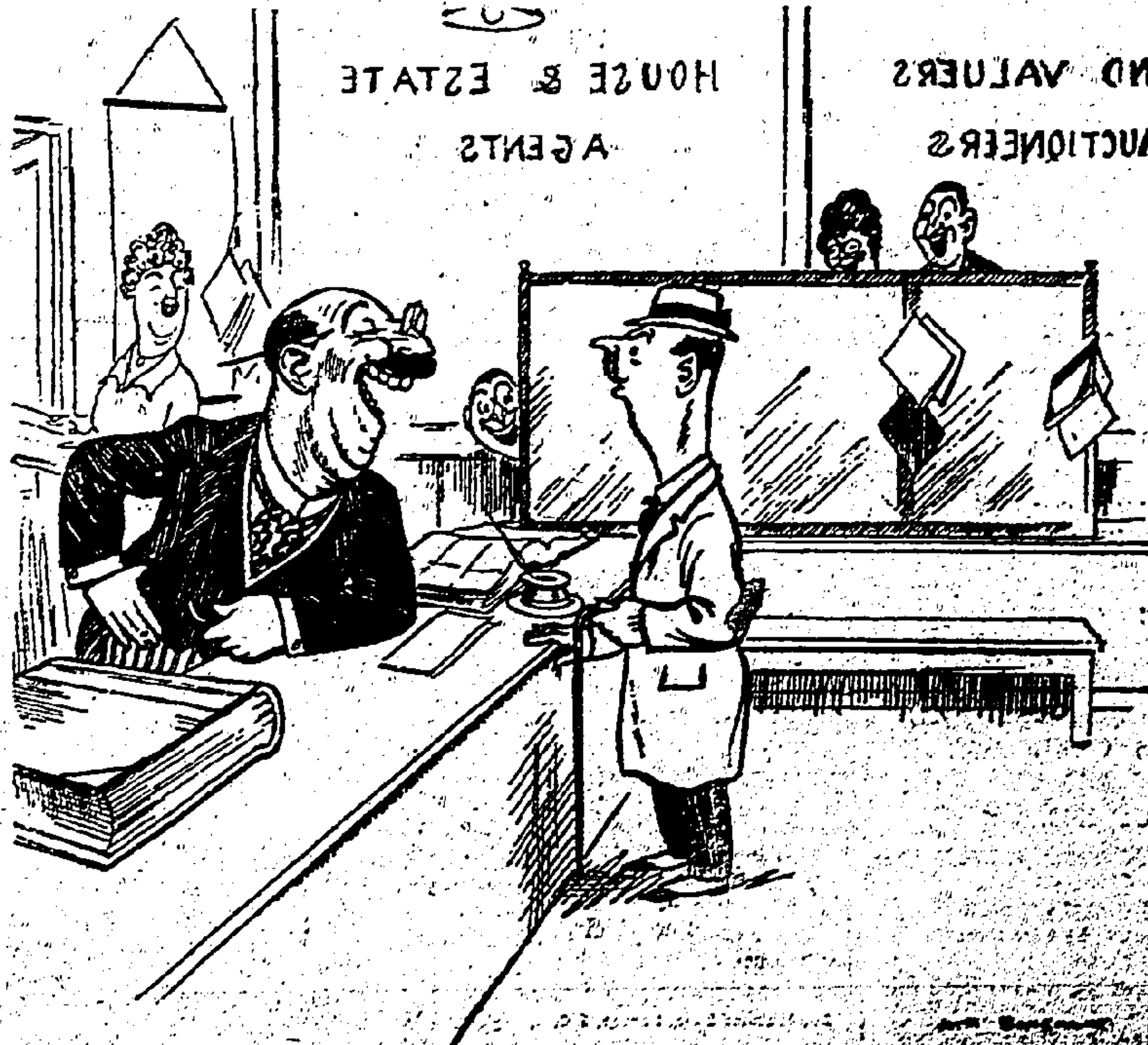
In reply to a question by the Court, witness said that when the defendant was at the wheel his duties were to see that the quartermaster carried out his orders. When the ship was in charge of a pilot the defendant's duties were to stand by the telegraph and see the duties were carried out. If the third mate, while standing by the telegraph, found that the quartermaster was not doing his duties, the defendant should have reported it to witness.

Mr. Beavis—Now, after the incident which happened on 21st August you had a conversation with the third officer at lunch on the matter?—I do not remember talking about the matter at lunch.

At lunch the third officer asked you if under the circumstances of what had happened he was responsible, and you, in a discussion with him, said the responsibility rested with the defendant and yourself?—I told him it came out all right it was all right. If an accident occurred he was responsible. That means if I am on the bridge the responsibilities are on me. There is a responsibility on the officers on duty to see that the orders are carried out. If the master is on duty it is the officer's duty to report to him. In a case of emergency the officer can use his discretion. In this instance it was not a case of emergency. The worst of it was that there was a struggle in the wheel house. If there was anything wrong with the quartermaster's steering the defendant had to report to me or the pilot.

Supposing in the opinion of the officer on duty the quartermaster was not carrying out his duty; I suppose you will agree that if the quartermaster was not

(Continued on Page 8.)



From "Punch."

THE MAN WHO TRIED TO RENT A HOUSE.

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SECRETS OF UNREST.

100s. ONLY WORTH 30s. IN FOOD VALUES.

Below are views expressed to correspondents of the *Daily Chronicle* by a number of trade union officials and public men on the effect of profiteering and high prices upon the prevailing unrest in the Labour world.

WORKING-CLASS BUDGETS.
"Taking the working-class budget, which has been worked out very carefully for the purpose of wages negotiations," said Mr. Ernest Bevin, of Bristol, organising secretary of the Dockers' Union, we estimate that, for every 30s. worth of food at per-war prices we now have to pay 100s.

"Another factor that has got to be taken into account when considering the causes of unrest is the reduced 'life' of commodities. For instance, we estimate the life of boots, as compared with pre-war standards, at a reduction of 35 per cent. Then we have to remember that people during the war tried to manage without many things in the hope that the war would finish and prices would come down. Now, however, they are compelled to purchase.

"When, after weeks of negotiation, workmen have been given an increase of 3s. to meet the increased cost of living, employers' associations have been known, within ten minutes, to add 25 per cent. to the price of the commodity, without any regard to the equity of their charges or to the national interests."

THE WOMEN'S STANDPOINT.
"It is the wives who really know what the present cost of food means to a working-class home," remarked Miss Julia Varley, the senior organiser of the Birmingham Workers' Union. "It is obvious to anyone who mixes with them that the high cost of food has a direct bearing upon industrial unrest. The Government, from the beginning, ought to have dealt more firmly with profiteers. War-wages are disappearing, and if food remains at existing prices there will be trouble."

DISPLAY OF WAR PROFITS.
"The high price of food and clothing is a very big factor in the prevailing unrest, but not less is the repugnance against the ostentatious display of quick-gotten gains, coupled with the unreasonable love of pleasure manifested by the profiteers," Mr. Glenelg Grant, a leading Cardiff socialist worker with a long experience of conditions among Service and ex-Service men.

MONOPOLISTS NO BLAME.
"There can be no settled peace in this country until profiteering is stopped," declared Capt. James Griffiths, of Cardiff, member of the executive committee of the National Seamen's and Firemen's Union. "You cannot wonder that there is discontent. The working man is in a much worse economic position than a pre-war days. Profiteering is principally done by the big private monopolists, and it is by resolute action alone that the Government can deal with possession."

DRASTIC ACTION NEEDED.
"If the workers were confident that the Government would deal firmly and drastically with all profiteers, a great amount of the unrest which exists to-day would be alleviated," Mr. Charles Wardle, J.P., secretary of the Nottingham Lace Operatives' Union.

NO BOTTOMLESS PURSES.
"Profiteering, especially in clothing and food, is the main cause of Labour unrest. No matter what increases the workers get, their wages cannot keep pace with the rise in the cost of living. A mistaken idea prevails that everybody can afford to pay more, but there are certain unorganised trades which have had no advances since the outbreak of war. There will be no peace in the industrial world until prices are reduced," Mr. Charles Wardle, J.P., secretary of the Nottingham Lace Operatives' Union.

WASTE AND EXTRAVAGANCE.
"The Excess Profits Tax has been reduced by half, and it is seen that the profiteers are now getting more than ever. This is annoying the workers," said Councillor Alfred Gould, of Hull, chairman of the Amalgamated Society of Carpenters. "The present waste and extravagance are outrageous. If the prices of food and clothing had been kept down the men would not have demanded such high wages. As it is, they are no better off than before the war."

THE CONSTANT THEME.
"Most emphatically the present grave unrest in factories and

workshops is due in an overwhelming measure to the prevalence of profiteering. It is the constant theme of conversation among the workers almost to the exclusion of their subjects of vital concern. Any housewife has a more definite conception of the phrase 'cost of living' than the people in authority have.

"It is all very well to take 'essentials' and fix the percentage in the rise of prices accordingly, but if the Board of Trade exclude such things as childling underclothing from their reckoning, the mother certainly does not. She knows that, but as cheaply as she can, the clothing of the child costs two or three times more than formerly," Mr. R. Taplin, J.P., chairman of the Itchen Urban District Council and district secretary of the A.S.E.

GRAVE NOTE OF WARNING.
"Trade unionists put up wages as far as they are able," remarked Councillor E. J. Hart, of Manchester, "but they are, always beaten by the man who sells them meat, groceries and vegetables, and most hopelessly beaten when they attempt to enter the market of luxuries."

"Shopkeepers are flaunting their profiteering more and more. There have been threats in the poorer districts of foot riots, but, so far, wise counsels have prevailed."

STRAIGHT FOR THE ROCKS.
"In my opinion rampant profiteering is steering the country straight for the rocks. We shall never get rid of Labour unrest until it is checked. If the Government do not move, and move quickly, we shall not only have unrest, but we shall run the risk of very serious disturbances during the coming winter," Mr. Owen Connellan, secretary of the Leeds Trades and Labour Council.

12 TIMES AS MUCH.
"It is the exploitation that is exasperating the workers, who see every increase of wages eaten up by the profiteers. Here, in Northampton, the price of fruit and garden produce is a crying scandal. In some cases as much as 12 times pre-war prices are being charged, and the people are forced to the conclusion that there is an understanding to exploit the public," Mr. S. Thompson, J.P., secretary of the Northampton Boot and Shoe Operatives' Union.

"RAMPANT EVERYWHERE."
Mr. George Spencer, M.P., secretary of the Notts Miners' Association, stated:—"Amongst the many causes of labour unrest, profiteering is undoubtedly one of the chief."

"The cost of living rises so constantly that no ordinary increase of wages can keep pace with it. There can be no permanent peace amongst the workers whilst the purchasing power of money steadily declines."

"Profiteering is discussed more frequently than almost any other subject at the meetings of our men, and we are constantly appealing to the Government to stem the tide. The articles in which we feel it most are food, fruit, fish, boots, and clothing; but it is rampant almost everywhere."

WHAT SHEFFIELD THINKS.
Sheffield Labour leaders are all convinced that the present high prices of food, and the difficulty of obtaining houses, are the root-evil of the present unrest in the industrial world.

WEDDED IN MID-AIR.

MARRIAGE BY WIRELESS TELEPHONE.

New York, July 27.—An aerial wedding was the feature of the New York police athletic meeting yesterday, when Miss Willy Schaeffer, of this city, and Lieutenant George Burgess, of the United States Aviation Corps, were married in mid-air with the assistance of the wireless telephone.

The ceremony was performed by the Rev. Alexander Wouters in the presence of thousands of people at a height of 2,000 ft. The young couple ascended in one machine while the clergyman was a passenger in a second aeroplane, from which, using a wireless telephone, he read the marriage service and heard the bride and bridegroom exchange their vows. The witnesses, the best man, and the bridesmaid remained on terra firma, where, together with the crowd which filled the grand stand, they could hear every word of the service by means of megaphones attached to wireless telephone receivers. The most audible words of all that were spoken were the bride's "I will." At the conclusion of the service the aeroplanes descended, and the happy couple received congratulations from the Governor of New York State and a tumultuous welcome from the spectators.

Alderman W. F. Wardley, one of the principal union leaders in Sheffield, said he was of opinion that the profiteering which was going on was responsible for most of the trouble among workers. We could not expect the working man to go on paying the high charges for food without complaining.

Mr. F. Thaves, district secretary of the Tramway Men's Union, spoke in similar strain, remarking that if profiteering could be stopped he believed that much of the unrest would cease.

"CONTINUE CONTROL."
Councillor James Smith, a prominent member of the executive of the Newcastle Labour party, says: "I am more than satisfied that during the whole period of the war, profiteering obtained in all directions. Speaking as representing the Amalgamated Society of Engineers, when we were dealing with the wages question, the situation which created the greatest amount of discontent in the minds of the men was their recognition of the profiteering that obtained."

"We hold that control should be continued, and the Government before long will be compelled to revert to control. The excessive prices for clothing and boots of all descriptions are causing very deep resentment among the working classes, who claim that there is not slightest need for these to rise."

"We hope that the Government will lose no opportunity in doing everything possible to see that these prices are brought down in a substantial manner."

REDUCED OUTPUT BLAMED.
Mr. Jabez Chaplin, mayor-elect of Leicester and secretary of the Leicester Hosiery Operatives' Union, says a great deal of harm has been done by profiteering, and it extends to the little men, upon whom the great masses of the people depend for supplies. Settled conditions are essential to the happiness and prosperity of the workers.

"Reduction of output as an objective is a great evil," he said, "which is both socially and economically unsound. Tell the readers of the *Daily Chronicle* to think of it in terms of food. What would any sane man think of calling upon allotment-

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holders, small holders, market gardeners and great and small farmers to reduce production? The result would be inevitable. Prices must go up, and the more you reduce output the higher prices would soar. Reduced production is a bad and evil policy for the workers."

SUDDEN WEALTH.
Baillie James Stewart, senior Labour member of the Glasgow Corporation, expressed the view that one of the main causes of industrial unrest is the sense that profiteering is going on in many directions. The people had read about the abnormal earnings of some industries. They had seen accounts of fabulous profits made in shipping, coal, clothing, wool-

len and cotton manufactures, and it had come within the personal observation of many that persons who formerly lived among the lower middle class had jumped into positions of affluence. It was of us know the truth yet a section of the community had been making profits far beyond the increased cost of material and production. Wages, B. Kenyon, M.P., for Chesham

take some drastic action in connection with abnormal profits, especially in connection with retail prices. Higher wages are not a solution of the labour problem if commodities are to go higher and higher every day.

"There is dissatisfaction amongst the men—many of whom, as, for example, the miners, work in darkness and danger, and are stretched to the limit to get their daily bread on this question of profiteering, and a Commission should ascertain the real facts, of which none of us know the truth yet."

"And the sooner the evil is removed as the result of the war of this or some concerned," Mr. Kenyon, M.P., for Chesham

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Vaux Road Half Space of
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FOR SALE.—Indian Motor
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months a fully furnished bunga-
low containing 4 good bedrooms,
2 smaller ones, 4 bathrooms, sit-
ting room, Dining room, pantry
and 2 smaller offices. Kitchen
and outhouses. Suitable for two
small families if desired. Ex-
cellent situation for children.
Moderate rent to suitable tenant.
Apply Box 243 c/o "Hongkong
Telegraph."

TO BE LET.—Unfurnished
6 Mountain View, No. 31 Peak,
6 rooms Rent \$120. Immediate
possession. Apply Linstead &
Davis.

100,000 SPORTING GUNS.

BIRMINGHAM FIRM'S BOLD
ENTERPRISE.

A courageous bid for the
world's trade in sporting guns
is being attempted from Bir-
mingham, one of the traditional
homes of the industry. During
the war the Birmingham Small
Arms Company supplied the
forces with thousands of
rifles per week; now their
plans are practically complete for
an attempt upon the markets of
the British Empire and abroad
with a new 12-bore hammerless
double-barrelled shot gun. The
scheme has involved a vast re-
organization of plant, and the
provision of a complete equip-
ment of machine fixings and tools,
not to mention the careful de-
liberation over the design of the
gun-itself.

For the first time in the history
of the sporting-gun trade in
England mass production is to be
tried. Factory space has been
allotted and other preliminaries
arranged for an initial output of
100,000 complete guns. Manu-
facture will begin in September
at the rate of between 2,000 and
3,000 a week, and the number will
be augmented as necessity arises.
All the guns made between the
time of the first deliveries and the
end of February next will be
absorbed by orders already
booked, which, in addition to the
requirements of home customers,
have arrived in unexpected bulk
from French, Belgium, Spain,
Italy, the Balkans, Scandinavia,
Denmark, and the United
States. It is not likely that the
bold venture will escape
challenge by foreign competitors.
A spirited reply will doubtless be
forthcoming from Belgium but on
this occasion it is believed the
British product will have the
advantage of a three months'
start.

While British mechanical
talent has set the world's fashion
in sporting guns, the home trade
has never adequately exploited
the product of its brains. There
has been a prevailing belief that
a factory-made gun must be a
monstrosity, and it is true that
hitherto various examples of shot
guns made in quantity have been
given outlines and qualities
displaying ignorance of the
gun-making art, and also
of the requirements of the shooter.
In the present case, the firm
decided to allow the gun-maker
to dominate the design, the
machinist being confined to his
proper function of reproducing it.

The enterprise of the Bir-
mingham Small Arms Company does
not ignore the interest of the
existing trade, the accumulated
experience of which it has gather-
ed to its aid. The barrels and
action of the new gun will be
supplied to members of the
trade at a low price, in order
that individual makers may
lay claim upon the processes of com-
pletion the skill for which they
are famous. But henceforth it
will be unnecessary to devote
costly labour to processes which

WAR SERVICE INSTAED OF
PREMIUM.

APPEAL TO EMPLOYERS.

An interesting film, dealing
with the training of officers under
the Ministry of Labour scheme,
which, it is hoped, may be shown
at cinemas and music-halls, was
privately exhibited recently at
the West-end Cinema.

Before the showing of the film,
Brigadier-General A. A. Asquith,
Controller of the Appointments
Department, explained shortly
the purpose of the film and
said that there was
already considerable difficulty in
administering the scheme of
training the Government had
devised. They had four years'
recruits to the professions and
they all had to be absorbed in a
year or more. The only way
they could be absorbed would be
for professional men to take a

certain number of ex-officers and
men and attach them to their
works and teach them their
trades. This would mean their
taking into their businesses many
more men than they needed and
inconveniencing themselves in
so doing.
About 18,000 ex-officers and
men had applied for training,
with State assistance. So far
2,000 trainings have been granted,
but the position of the balance of
16,000 was a grave one. They
had had 1,200 to 1,300 offers from
employers to take men, but un-
less a great number of other
vacancies were forthcoming
it was very difficult to see how
the schemes could be carried
through. A large number of
professional men had waived fees
and accepted war service in lieu
of premium, but others were still
holding out for premium. They
were making a special appeal to
all the professional societies to
ask their members as a whole,
if they could not waive their
premiums and accept in lieu a
man's war service. He asked
the meeting for suggestions for
ways of reaching employers.

can be better performed by ma-
chinery, and hand work can be
concentrated on duties where its
efforts may command the highest
reward. If all the plans mature
as intended, it is believed they
will tend to revive an old industry
in which dwindling returns,
caused by the high cost of hand
production, have long given rise
to the gravest anxiety.

The new gun, which is priced
at 7 guineas, carries no elaborate
decoration, but in the matter of
balance, crispness of trigger-pull,
wear-resisting power, smooth
working, and beautiful lines it is
claimed to be equal to the hand-
made article. The best features
of all types of guns, and several
improvements, have been em-
bodied in the design, while the
metal is massed where it is
wanted—in the action and breech
ends. A large number of men
will find employment in con-
nection with this postwar de-
velopment of manufacture.

NOTICES.

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Directions One tablespoonful (3 oz.) of Izal
to every 5 gallons of Water.

IZAL is obtainable at all the local dispensaries.

SINGING AND MORALS.

MUSIC MASTER'S SHARE IN
EDUCATION.

Sir Walter Parratt Master of
the King's Musick, occupied the
chair at the annual general meet-
ing of the Incorporated Staff-
Sight-Singing College, of which
he is president, at the Royal
College of Music, South Kensing-
ton. Diplomas won during the
past year were presented.

Mr. Stewart Macpherson,
F. R. A. M., in a lecture on "The
Place of Music in the School
Curriculum," at the close of the
meeting said that musicians
should consider the question of
their own share in the work of
social reconstruction. Art, and
and in a special sense music, must
play a great part in our
national life. Before music could
take its proper place in men's
lives, however, certain reforms
were necessary. The musician
must relinquish the superior and
"stand-offish" attitude he too
often assumed towards the plain
man. It was inexcusable, par-
ticularly as the growing desire of
the plain man to know more of
the spirit and meaning of music
was a feature of the present
time. Educationists were now
asking for the co-operation of
musicians in determining the
exact place that music should fill
in the education of the young,
and in some cases the education-
ists were meeting with disap-
pointment. The fault was often
on the musicians, especially
when they were of those who
made no more of music than
what had been called "audible con-
fectionery," instead of one of the
noblest means of self-expression.
Educationists were beginning to
kick against a system which
created the greatest amount of
disturbance with the minimum of
art and value—a system which
made necessary a book such as
he had once seen, entitled, "Music
without Tears." In the natural
development of childhood sound
and rhythm should have a definite
place. Children should be
taught to express themselves in
music, realising it as an art com-
parable with the writing of
poetry or masterly prose, or the
painting of a picture. The small
boy who said that whenever he
listened to good music it made
him wish he had never done any-
thing bad was on the right lines.
There was never a greater need
than now for cultured musicians.

FLEAS AND SCARLET FEVER

THEORY OF SPREAD OF
INFECTION.

Dr. Hamer, the School Medical
Officer for London, has during
many years compiled compara-
tive statistics of the relationship
in the Metropolis of scarlet fever
prevalence and flea prevalence.
This year he returns to the sub-
ject in his annual report, and
affords some very striking tables
covering the past nine years.
The flea prevalence was es-
timated from the number of
children found to be flea-bitten
and from the number of beds in
the common lodging-houses found
to be flea-marked. The year 1910
showed a small augmentation
of flea prevalence and also a
small increase in the scarlet fever
cases. In 1911 both fleas and
fever were in abeyance. Again
there was a small increase in both
in 1912, this being confined to
children aged one-five years.

Then the fleas began to increase
markedly, and 1913, 1914 and 1915
were big "flea years." They
were also big scarlet fever years.
After that, in 1917 and 1918, the
fleas fell away, and so also did the
fever.

The theory is attractive there-
fore. But objections have been
brought against it. It has been
pointed out, for example, that
scarlet fever is by no means con-
fined to dirty houses or dirty
people. It has even been described
as a disease of the well-to-do. This
argument Dr. Hamer meets to
some extent. He points out that
so far as very young children are
concerned scarlet fever is much
more prevalent among the very
poor. In older children its pre-
valence is about even between
poor and well-to-do; in children
over school age it seems to affect
the better class more frequently,
as is suggested, because the poor
are by this time immune to the
disease.

The conclusion is drawn that
"the facts as set out do not in
any way conflict with acceptance
of a flea hypothesis of spread of
scarlet fever, provided it is borne
in mind that there is undoubted
evidence to show that in the
poorer areas the disease tends to
attack children of a younger age
than in the well-to-do areas, and
that among the poorer children
at the higher ages immunity from
attack."

NOTICES.

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" " T.T.T.	\$2.00 "

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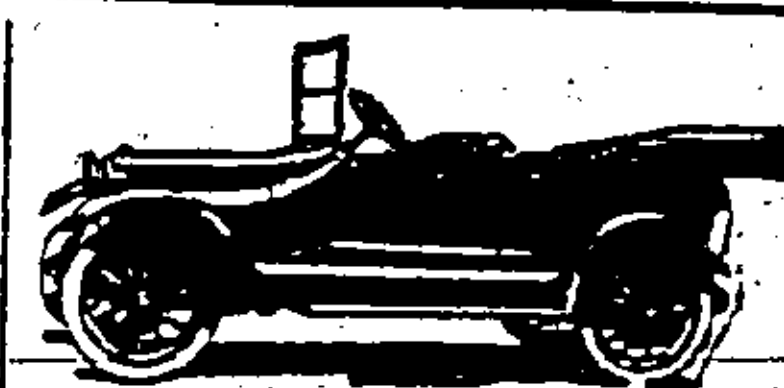
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Business correspondence should be sent to the Manager.

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The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

BIRTH.

HALL.—At the Government Civil Hospital on 20th September, 1919, to Mr. and Mrs. Robert Hall, a son.

The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 22, 1919.

RENT PROFITEERING?

The steady rise in house rents in Hongkong and Kowloon is an old and almost thread-bare question, but it needs further emphasis because, so far from matters becoming better, they are steadily going worse. What is more, no factor is in sight which suggests the likelihood of any lowering of rentals in the near future. The Government plan of erecting a big block of flats at Kowloon and of opening up new sites in other parts of the Colony may have its effect in course of time, but that time is very far off, and for a very considerable period we are safe in reckoning that this manner of dealing with the problem will not keep pace with the demand for accommodation. Residents are more concerned about the present than they are about the future. They know that there are not sufficient houses even now, that even those available can only be secured at atrociously high rentals, and that with more people returning to the Colony every week the situation will become chronic before many months have passed. We have even heard a rumour that Naval Yard employees are being offered accommodation on one of the warships, so acute is the shortage of houses. This is a very sorry state of affairs, and by no stretch of the imagination can it be contended that the Government scheme, as so far divulged, will bring any immediate relief.

Let us put on one side the question of future developments and look at the matter from the standpoint of the present. What the average householder wants to know is whether there is to be any limit to the process of raising the rents of existing property. There are houses and flats in the Colony which are to-day rented at double and treble the amount charged when they were first built, despite the deterioration which the property has suffered in the meantime. Cases are brought to our notice almost every week in which occupants have been given the option of paying more rent or of getting out. Because of the shortage of houses, the latter alternative has usually had to be adopted. It looks as if the landlords were trading on the acuteness of the problem, knowing that they have, in most instances, only to ask for more rent to get it. It is nothing short of disgraceful that people should have to pay as much as \$140 or \$150 per mensem for a three-roomed flat, with no garden or grounds of any kind, instances of which type have been mentioned to us recently. We should very much doubt whether throughout the whole East there is another place which can compare with Hongkong for high rentals of this order.

There must be many of our readers who from time to time during the past three or four years have had their rents increased. It is an experience which has been all too common. The worst of it is, as we have said, that there has generally been no option but to concede to the demands, for, with a manifest scarcity of houses, the landlords have been in the position of having a monopoly in something which is absolutely essential to our daily life. A report has reached us that in the near future the rents of certain property in Kowloon are again to be raised, for what reason, except it be that the landlords want to make more profit, we cannot tell. This is the kind of thing on which a Public Welfare Association, if established, could make representations first to the landlords and then, if no success were attained, to the Government. But must we wait for organised effort of this sort before anything can be done? We are speaking in the name of hundreds of ratepayers when we ask that, before the evil assumes worse dimensions, the Government shall step in and regulate rentals. There are no insurmountable difficulties in the way of action on these lines. The thing is simply to do it. If our Unofficials really represent the public and not vested interests, let them without further delay question the Government as to the desirability and feasibility of instituting some scheme of rent control. With circumstances as they are at present, that is the crying need of the moment.

NOTES & COMMENTS.

WAR OVER SHANTUNG?

The mere fact that President Wilson makes mention of the possibility of war over the Shantung question is sufficient to indicate the depth of feeling which has been aroused on the issue in the United States. To many people it will appear somewhat strange that the President should ask a meeting of women whether it would be wise to go to war over this matter, but after all, women, as the mothers and sisters of the soldiers, are entitled to a voice on a point of such magnitude, and it is typical of the head of the U.S. Government that he should first broach the possibility to the women of the country. These mothers and sisters answered the query in the negative, to which the President retorted that "There is no other way to secure the immediate return of Shantung." But the point naturally suggests itself whether even war would have that result. It might ensure the eventual restoration of the territory, but what assurance have we that it would become immediately effective? That would obviously depend on the course of the early military and naval operations.

A POSSIBLE MEANING.

This latest utterance of President Wilson is a trifle confusing in view of his declared attitude in regard to the Peace Treaty. Many Americans have been against the ratification of the peace terms because of this very Shantung question. But President Wilson, as we showed in our leading article on Saturday, has expressed his belief in the sincerity of Japan's promises to return the territory, and for that reason he has advocated the signing of the Treaty of Versailles. He has stated, too, that the League of Nations Covenant renders null and void the secret arrangement between Britain, France and Japan upon which the Shantung clauses in the Peace Treaty rest. How comes it about, then, that he now speaks of war as the only means of securing the immediate return of Shantung? Maybe, he was only making a distinction between the methods of guaranteeing the immediate and the eventual retrocession of the territory, whilst still himself favouring the course—ratification of the Treaty—which will bring about the latter result. That is the view of the declaration which we would prefer to take. Another war at this moment would be more than regrettable. We cannot believe that such a step will be seriously contemplated until all other means have been given a trial.

THE BETTER WAY.

There are some points on which the American Labourites can teach their British Trade Unionists a lesson or two. One of these is in regard to the fatal policy of reducing output, a line of action which does not commend itself to the American worker. The British workman, however, holds to the erroneous idea that the less work each individual does, the more work will there be for others. In point of fact, the reverse is the case, for more output means more work and a larger number of employees. With the British Labourite, also, the strike weapon is used on the slightest provocation. The American worker prefers other and better methods of adjusting industrial disputes. The latest indication of this spirit is to be found in the fact that a public conference is about to be held in Washington between the representatives of Capital and Labour for the purpose of discussing closer relationships between the two groups. This gathering is evidently to be national in character, and we shall watch with much interest its eventual upshot. Round-table conferences are far to be preferred to perpetually recurring strikes. We trust that the American venture will succeed, and that from it the British Labourites will be taught a lesson in ways and means.

FLYING "STUNTS" FORBIDDEN.

Berne, July 26.—The Federal Council has approved a Bill for the temporary regulation of aerial navigation. The Bill provides that foreign aeroplane owners and pilots will only be admitted to Switzerland in exceptional circumstances by a special permit from the Military Department. Insurances covering third-party risks up to 15,000 francs (£600) must be taken out for each aeroplane. Pilots must not fly over large towns at a height under 1,000 metres and over other towns at less than 500 metres. Stunts will not be allowed.

DAY BY DAY.

DON'T WASTE TIME IN COMPLAINING. RATHER UTILISE THE TIME IN SEEKING TO BRING ABOUT THE CONDITIONS YOU DESIRE.

Mr. and Mrs. E. L. Agassiz left by the Fushimi Maru.

Saturday's health return shows four cases of gastro-enteritis (three fatal) and one fatal occurrence of cholera. All the cases were Chinese.

A meeting is to be held at Government House this evening for the purpose of setting forth the needs of the University of Hongkong. Tea will be served at 5 o'clock, and the meeting takes place at 5.45 p.m.

A "light" reminder is being issued by Messrs. Mackintosh and Co. in the form of boxes of matches. The same firm sends out a neat little booklet intended as a "bird's-eye" view of some of the specialities it has on offer.

Mr. Leighton Hope, Vice-Consul for the United States, is proceeding by the Fushimi Maru on a five-months' holiday. He joined the Consular Service here in February, 1917, as Vice-Consul. His home is in Oxford, Mississippi. He expects to return to Hongkong in the early spring.

The new Hotel at Repulse Bay will be formally opened on the 1st January, 1920. The Hongkong Hotel Company has just signed a contract for a further wing of residential quarters, each room to have a bath room self-contained, with most modern sanitary fittings. This wing will be ready for occupation by the summer of 1920.

A Japanese stowaway was found on board the s.s. Soshu Maru while bound for Hongkong from Swatow. He was brought before Mr. R. E. Lindsell to-day, charged with being a stowaway and also with being in unlawful possession of a dagger. Mr. Lindsell fined the man \$50 or six weeks' hard labour on each charge.

The King has awarded the O.B.E. (Military Division) to Lt. (actg. Lt.-Comdr.) B. Firth, R.N.R., for valuable services as Assistant Naval General Staff Officer and Naval General Staff Officer at Shanghai; and Payr. Lt. A. S. Holborn, R.N., for valuable services as Secretary to Commodore V. G. Gurner, in charge of Naval Establishment, Hongkong.

A Chinese was to-day charged before Mr. R. E. Lindsell with unlawful possession of 10 taels of opium. Inspector Boulger stated that defendant was arrested by a constable who found the opium wrapped around his waist in a girdle, tied up in two parcels. Defendant said a man had given it to him, and had promised to give him \$2 for carrying it. Mr. Lindsell fined the man \$750, or six months' hard labour.

The case was concluded at the Police Court on Saturday, in which Messrs. H. Skott and Company summoned the Mitsui Bussan Kaisha for putting in their vessels, for sale or for the purpose of trade, 2,041 sacks of flour, to which a false trademark had been applied. Mr. Lindsell fined the defendants \$50 and ordered 500 bags to be given to Messrs. Skott and Co., and the rest to be disposed of by auction. A stay of execution was granted.

The American Consul General has received instructions enabling him to waive the visa of passports of non-Americans travelling through the Panama Canal zone and not touching at any other port or place in the United States when such traveller would otherwise be permitted to make the trip. Consular officers are also authorized at the present time to visa the passports of Finnish subjects in their discretion in accordance with regulations governing the visa of passports of subjects of other neutral nations.

GERMAN AIR-BUS SEIZED BY ALLIES.

A Vienna message says that a big German aeroplane, R39, belonging to the German Aerial Navigation Company, flew from Kamenetz-Podolsk (Russia, Government of Podolia) to the Asien aerodrome, near Vienna, carrying 22 persons. On arrival the aeroplane was seized by the Russian military authorities and given into the Italians' charge.

CURRENT COIN.

[BY "MERCATOR."]

The one remedy advocated by nearly all political and industrial leaders as a means of improving the workers' condition, by permitting higher wages and shorter hours, is increased production. As demobilised soldiers return to work, and factories, both pre-war and those built during the war, are re-adopted or converted to normal lines, Home demands will soon be met. It follows that there must be increased exports; an increase not only over recent years, but pre-war figures. While developments to this end are slow, it may be noted that an increasing number of representatives of British firms are proceeding to foreign countries, including the United States, and that the Department of Overseas Trade has prepared a plan for the improvement of the British Consular Service and the establishment of a new system of Commercial Attaches. The Federation of British Industries contemplates covering the world with Trade Commissioners, not as selling agents or commercial travellers, but nevertheless independent of Government aid. The war has led to greater co-operation between manufacturers, and through various associations it is likely to be continued in peace time, leading to a mitigation of unnecessary competition. While such competition may be of apparent immediate advantage to the consumer, it has in certain branches of industries tended against progressive improvements, by which alone the best results can be obtained. Labour unrest is the chief factor in the industrial situation. Of all the impediments that are blocking the path of reconstruction, the root cause is labour unrest, and even if it were possible to eliminate all the other adverse forces, while leaving this one unaccounted for, it would by itself suffice to bring about a creeping paralysis of industry. Uncertainty as to labour costs that will be incurred per unit of selling value produced in the execution of a contract makes it impossible for British engineering industries to estimate the cost of production and quote a competitive selling price in overseas markets without running a commercial risk. Collectively British manufacturing activities may be likened to a ship out of control, drifting in an uncharted sea. A situation of this kind naturally tends to paralyse effort, because there is no guidance and every movement is a gamble with disaster.

In the strict sense of the word, foreign exchange is the index to international transactions, and values are founded on the financial and political stability of the buying or borrowing nation, as well as the individual worth of the debtor. The term "foreign exchange" has always been looked upon as rather vague and ambiguous. Foreign exchange problems are in reality simple. As a matter of fact, there is nothing which obtains in the general principles of domestic business which cannot be applied to international transactions. It may be necessary, for instance, for exporters, for sometime at least, to quote their selling price in the currency of the exporting country.

There is a lack of rupees in Hongkong and merchants during the week-end were hard put to get a fair rate from the Banks. The rising value of the rupee is causing a flutter in the dovocotes of the Government of India, and anxious eyes are turned towards the Currency Commission that is sitting at present in England. There can be no doubt that stability of Indian exchange is desirable, but the ultimate rate aimed at can only be arrived at by an exhaustive examination of the silver position of the world. In the meantime, it is a matter of prime importance that some temporary stability should be attained. In 1916-1917 an aggregate of 4½ million pounds of gold was produced by Indian mines. It would seem worth examination whether this might not be utilised in India, either as a backing for a new gold standard or as a more immediate measure to satisfy in some degree the incessant demand on the part of the Indians for precious metals. Government control must be regarded as a necessary evil in certain circumstances but should be abolished as soon as possible. It is impossible, again, to disregard entirely the sentiment of the native of India, which leads him to hoard precious metals.

Word has reached Hongkong that an unusually large ruby has

CORRESPONDENCE.

[To the Editor of the "Hongkong Telegraph."]

LEAGUE FOOTBALL.

Sir,—I read with no little interest your notes and comments re St. Joseph's College and the Football League in your issue of the 18th inst. I thoroughly agree with the opinion expressed by you that "it is a mistake for a Club to remain in the ranks of the lowly indefinitely; experience is gained, and the team's standard of play raised, by aspiring to better things." But the reasons why the College prefers to play in the Junior Division of the League are not hard to find. First, comes the limited number of members at their disposal—a matter that becomes increasingly difficult as each advancing year means the loss of some good supporters. Then, in football, as in many other games, strength and physical advantage is absolutely vital for success, and mere boys (as the Collegians unquestionably are) can hardly be expected to successfully contend with the doughty sailors and soldiers. However, for the good name of sport, St. Joseph's College has since entered the First Division of the League, in spite of their great difficulties. Thanking you for the insertion of this letter in your valuable columns, and enclosing my card, Yours etc.

VETERAN.
Hongkong 22nd Sept., 1919.

H.M.S. HAWKINS. SUCCESSFUL STEAM TRIALS.

The light cruiser Hawkins, Captain R.G.H. Henderson, went through her steam trials in the past week (says a Home paper of August 14) preparatory to going out to the China Station as flagship of Sir Alexander L. Duff, the new Commander-in-Chief there. The Hawkins was contracted for 29 knots, and she had no difficulty in making that and a bit in hand as well.

The flagship-elect has been painted white to suit the tropical climate in which she will sojourn for at least two years—that being the understood period for foreign commissions. Her very fine appearance was the cause of much favourable comment at Chatham, Sheerness and Plymouth.

As previously announced, special accommodation has been made for the crew, and the messing is all that can be desired. If these innovations prove a success—and there is no apparent reason that they should not—they will be repeated in other cruisers.

AN ASSAULT CASE.

Three Chinese were before Mr. N. L. Smith to-day, charged with assaulting another man with a hammer. Complainant gave evidence that about six months ago he had a game of cards with the first defendant, and lost \$19 to him. He had no money to pay, but promised to pay him by instalments of \$1 a month. The first defendant refused the offer, and last night, the first defendant and the other two came aboard his boat. The first defendant, using a hammer, struck him, whilst the other two used their fists.

A District Watchman gave evidence that whilst he was on duty last night, he heard cries of "Save Life!" He ran forward and saw the first defendant with a hammer in his hand, whilst the complainant was rolling on the ground. Witness did not see the assault, but he just managed to prevent the man from using the hammer. He got the blow on his own hand. He then arrested the men, and brought them up to the Police Station.

The first defendant was fined \$10, or 14 days, whilst the other two were discharged. The convicted man was bound over in a personal bond of \$50 to keep the peace for six months.

been found by the Ruby Mines Company of Burma. The stone, which is said to be of the first quality, weighs 45 carats in the rough and will be expected to weigh 22 carats after it is cut down and polished. Its value is placed at £100,000. This, however, is not the largest ruby found in that country, for some twenty years ago a ruby weighing 75 carats was found, and was so shaped that it needed but little cutting. Its value was estimated at £100,000. The stone was found in a mine, and was not a gemstone, but a rough stone. It was found in a mine, and was not a gemstone, but a rough stone. It was found in a mine, and was not a gemstone, but a rough stone.

TO-DAY'S MISCELLANY.

In Norway, a husband and wife who wish to part have first to apply to a magistrate, who sends them to a Conciliation Board; a sort of Kiss-and-Friends Committee who try to reconcile the couple, and persuade them to try again. If the attempt does not succeed they are granted a separation order. At the end of one year the Ministry of Justice is bound to make the divorce final if asked to do so by either party. The whole proceedings are very cheap, the cost ranging from five shillings to five pounds. That couples do repent at leisure for parting, as they are said to do at marrying in haste, is proven by a case which happened some time ago in Switzerland, where, as in Norway, divorce is easy. A well-to-do Swiss farmer has recently married the same wife for the fourth time.

There would not be much loss of time in getting at the root facts of profiteering if Mr. Hughes, the Australian Prime Minister, had that work in hand, says "A Clubman" in the *Pall Mall Gazette*. With his usual directness, he went straight to the heart of the textile increases when in England, and the explanation he gave me at the time was a very simple one, which I am delighted to hand over to the Wool Council for their information. "When my tailor charged me twelve guinees or so for a suit I could get in Melbourne for five," he said, "I naturally wanted to know the real reason, not the tailor's or the Departmental one, or the woollen manufacturers'. So I went to some of the Bradford people, and I said, 'Look here. We have sold you our Australian wool at a fixed price, and I find you have put 104 per cent. on top of your usual profit.' 'Not as much as that,' Mr. Hughes' they replied in the most injured tone; 'only 96 per cent.' Well, there you have it out of their own mouths, and I let it stand at that."

The way celestial and terrestrial globes are made is most interesting. Supposing you cut one open (it would be a very difficult job) you would find it hollow in the centre. Globe-makers start with a core of wood and cover it with strip after strip of brown paper, each strip having been first well soaked in paste. The globe is allowed to dry, then cut in two, the wood core is removed and the axis inserted. After that the two hemispheres are again glued together. The sphere of brown paper is then coated with a peculiar plaster, the nature of which is a trade secret. When this is dry, the globe is smoothed and polished until it has a surface like a billiard ball. So far, it has no seas or continents marked upon it. Women do the delicate work of pasting on the gorges of paper on which these are printed. The greatest care must be used, for there must, of course, be no overlapping. The next process is the painting of the maps, which is all done by hand, and after the paint is dry nothing remains but to varnish the whole globe and mount it. The oldest terrestrial globe dates from 1492 and is interesting because it shows that people knew the world was round even before Columbus discovered America.

Beware of the yieldings of the bodily pose, writes Canon Langbridge in the *Sunday at Home*. They pull the spirit with them. By unworthy slouching or lolling you may get a spiritual round back, a spiritual stiff neck, a spiritual cast in the eye. A pair of slippers down at the heel has shuffled many a man into shabby dealings. Our easy manners have relaxed our standard of breeding. We are lounging away our reverence, our courtesy. Young men and maidens, old men and children—we are all half-fellow, well met. We call our doctors "doc" and we are not far from calling our bishops "bish." A hoary head is in a dunce cap to-day. The sages are buffers; the tried hands are the has-beens. The man who can do things is the man who has not done them. The world began a summer or two ago; wisdom is a two-year-old. Old books were written by old fools. The old art is dotage. The old restrictions are hobbies for ancient asses. The world is a go-as-you-please entertainment—and it pleases to go to a ragtime orchestra. Oh, let us fight against this surrender and collapse. Ease is not abandonment; but, abandonment is ease. We are not to be easy, we are to be free and easy. The case of men who have surrendered things natural.

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CHILDREN'S SPORTS.

DOCKYARD RECREATION CLUB.

The children of members of the Dockyard Recreation Club held their annual sports at Repulse Bay on Saturday afternoon, when a very happy time was spent. Mr. A. Matthews presented the prizes, and Mr. F. W. Wright expressed thanks to the Committee, of which Mr. R. Cochran was the Hon. Secretary. The results were:

Boys' Scratch Race.—1. E. Phillips; 2. T. Pile; 3. W. Fooks.
Girls' Scratch Race.—1. D. Windebank; 2. M. Windebank; 3. N. Pile.
Boys' Handicap Race.—1. T. Pile; 2. W. Fooks; 3. C. Pile.
Girls' Handicap Race.—1. G. Drew; 2. J. Phillips; 3. V. Stanley; 4. K. Fooks.
Boys' diving.—1. T. Pile; 2. C. Pile.
Girls' diving.—1. N. Pile; 2. M. Windebank.

For the small children running races were held on the beach, resulting as follows:
Boys.—1. F. Perkins; 2. B. Wright; 3. W. Drew.
Boys.—1. A. Sears; 2. A. White; 3. G. Perkins.
Girls.—1. N. Gill; 2. D. Drew; 3. O. White.

SHIPPING ITEMS.

The s.s. Foochow arrived yesterday from Hongkong with 2,400 tons of coal for Hongkong. The Tean came from Canton with 150 tons of general cargo. The s.s. Shantung from the same port brought 262 tons.

The Hang Sang, under the agency of Messrs. Jardine, Matheson and Co., brought 362 tons of cargo from Shanghai and Swatow.

Two thousand one hundred tons of coal were delivered by the Phuranang from Hongkong.

The Olaf, a Russian boat belonging to the Russian Volunteer Fleet, came in from Vladivostok yesterday morning.

From Shanghai, the Tung Shing came in with 974 tons of general through and 217 tons direct cargo. The Saizuki Maru brought 2,600 tons of coal from Chinwantao. Her agents are Messrs. Dodwell and Co.

The Nissin Maru also delivered coal, to the extent of 1,120 tons, for Keelung.

From Tientsin the Cheong Shing brought yesterday 1,100 tons of general cargo for Hongkong.

The Sunning (Capt. W. Benson) had on board 1,566 tons of general merchandise and 115 bags of mails. She came yesterday from Shanghai.

The Crice Shell, a motor vessel came yesterday morning into port from Singapore with 3,884 tons of oil fuel. Her owners are the Anglo-Saxon Petroleum Company. She experienced very strong north-east monsoon. Her local agents are the Asiatic Petroleum Company.

The S. S. Quinnebaug from Swatow brought 700 tons of general cargo yesterday morning, for Hongkong.

OFFICERS' BATHING CLUB.

INTERESTING SPORTS.

On enjoyable outing was held by the Officers' Bathing Club members and their friends last Friday afternoon. As the bathing season is drawing to a close, the Club held aquatic sports, the following being the events with the names of those successful:—
Men's swimming race 100 yards.—1. Lt. Price, R.N.; 2. Lt. Carey, Punjabia.

Ladies' Race, 50 yards.—1. Mrs. Wilson; 2. Mrs. Greenaway; 3. Miss D. Grimble.
Spar Boxing.—1. Lt. Lake, R.N.; 2. Captain Bunde.
Relay Race.—1. Indian Army; 2. Royal Navy.
Life Belt Race.—1. Mrs. Wilson and Lt. Price; 2. Miss Holworthy and Lt. Col. Coles; 3. Mrs. Greenaway and Lt. Jones.

Affinity Race.—1. Miss J. Gordon and Captain Murray; 2. Miss Holworthy and Lt. Carey; 3. Miss Gurner and Major Buck. After tea the prizes were presented by Mrs. Young, and H. E. General Ventris thanked those responsible for the capital way everything had been carried out.

WHY MALARIA RECURS.

Once the spores of the Malaria parasite have become established in the blood something more efficacious than quinine—which at best is purely a palliative—is necessary to eliminate them. Unless these spores are completely exterminated they will remain dormant for varying intervals of time, only to break out into renewed activity whenever the vitality is lowered by chills, change of temperature, debility, or other causes. Then the victim experiences another bout of this distressing disease.

But if the blood is rich, red and strong the system is thereby safeguarded against the causes of lowered vitality, and at the same time this good blood, by creating a generous amount of red corpuscles, makes existence impossible for the germs of Malaria. Thus it is that Dr. Williams' Pink Pills have gained such popularity in all countries conspicuous for Malaria. The pure, new, disease-exPELLING blood which these pills create has brought new life, strength and permanent health to sufferers in every part of the world where Malaria is found.

Don't give Malaria another chance to put YOU out of action. Commence now to fill your veins with a new stream of healthy, pure, red blood, the blood that Dr. Williams' Pink Pills can give you at every dose. There is no difficulty in obtaining Dr. Williams' Pink Pills; they are sold by medicine vendors everywhere, and by Dr. Williams' Medicine Co., 96 Szech'uen Road, Shanghai, 1 bottle \$1.50, 6 for \$8, post free.

DAIRY FARM NEWS.

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The value of pure fresh milk as a perfect diet cannot be over-estimated.

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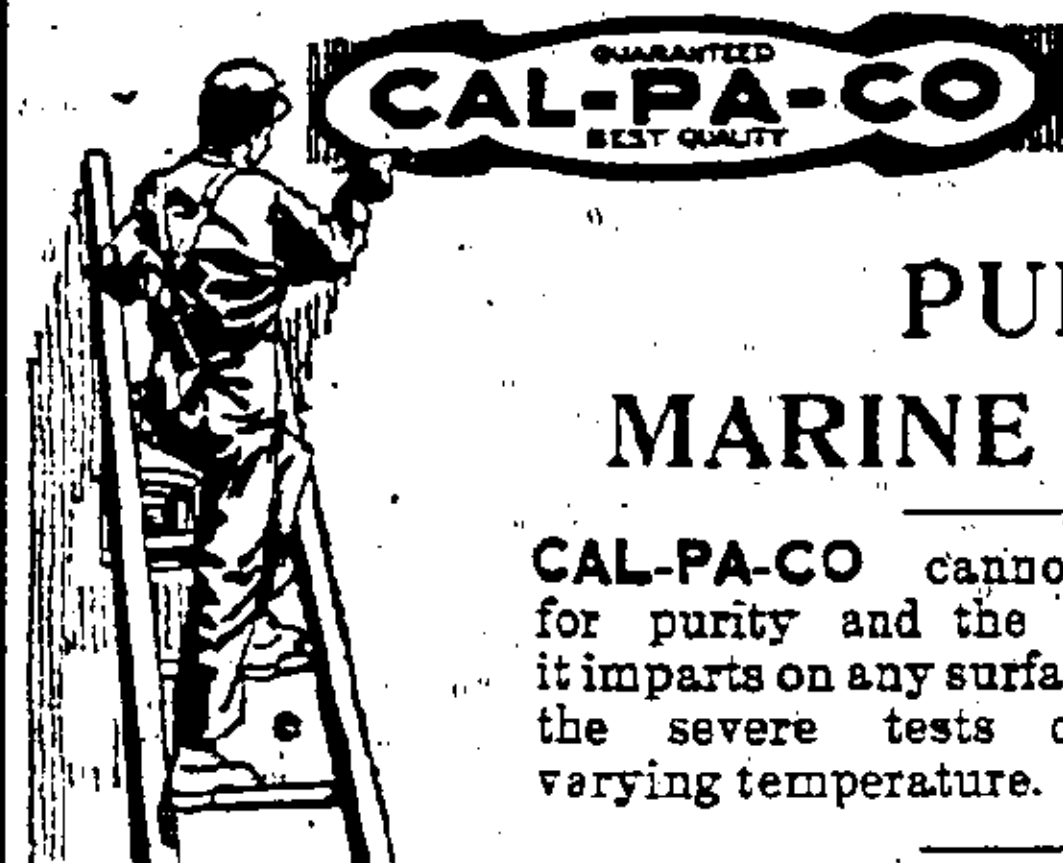
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THE D. C. L. I.

WAR RECORD OF FORMER HONGKONG BATTALION.

Commenting on the war record of the Duke of Cornwall's Light Infantry, a Home paper says:—

The 2nd Battalion of the D. C. L. I. was first raised just before the Scottish Rebellion, and fought against the Young Pretender at Preston Pans. They assisted in the conquest of Canada, distinguishing themselves at Fort Niagara and Ticonderoga. For their bravery at Brandywine, in 1777, they earned distinction by wearing the "Red Feathers," perpetuated to-day in the red patch under the cap badge and the red puggaree on the white foreign service helmet. They fought in the Crimean War of 1854, Egypt,

1882, Nile Expedition, 1884-5, and the South African War, 1899, where they distinguished themselves again in attacking Cronje's laager at Paardeberg.

At the beginning of the Great War the 2nd D.C.L.I., under Lieut. Colonel Tuson, were at Hongkong, where two companies served on H.M.S. Triumph. They came home to form part of the 27th Division, which soon took part in the second battle of Ypres, the first gas attack, and the counter attack at St. Jean. After several months of trench warfare in the northern sectors, where heavy casualties were suffered at St. Eloi, they were moved down to the Somme. The division left France for Salonica in October, 1915, under Lieut. Colonel Price, who was promoted to a brigade at Christmas of the same year and was succeeded by Lieut. Col. Kirk. In

Salonica, malaria, &c., reduced the strength of the battalion from 1,000 to less than 500 all ranks. After making miles of road and trenches the battalion moved to the Struma Valley, where they remained practically continuously until the middle of 1918 constructing defensive lines. They also took part in many successful raids, and carried out reconnaissance, and took part in the only general action in this area at Bala and Jenikoj on October 1st 1916.

An April, 1918, Colonel Rushbrooke took over command from Colonel Kirk, and led the battalion to the Vardar, where they assisted in driving back and defeating the Bulgarian Army. Since the armistice they have held the outpost line in the Caucasus, and are now stationed at Crownhill Barracks, under Lieut. Colonel Dobbin, D.S.O.

NOTICES.

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S.S.	leave Hongkong about	Due Marseilles about	Due London about
KHIVA	1st Nov.	3rd Dec.	12th Dec.
FOR SINGAPORE, COLOMBO & BOMBAY.			
DILWARA	7th Oct.	due Bombay about 25th Oct.	
FOR CALCUTTA via SINGAPORE, PENANG & RANGOON.			
ITOLA	24th Sept.	due Calcutta about 21st Oct.	
FOR SHANGHAI, MOJI, KOBE & YOKOHAMA.			
KHIVA	leave Hongkong about 30th September.	Due Yokohama about 14th October.	

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TANGO MARU ... Wednesday, 24th Sept., at 11 a.m.

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SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

HWAHWA ... Tuesday, 23rd Sept.

SHINYU MARU ... Thursday, 9th Oct.

CALCUTTA & RANGOON via Singapore & Penang.

TSURUGA MARU ... Tuesday, 30th Sept.

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NIKKO MARU ... Monday, 22nd Sept., at 5 p.m.

AKI MARU ... Saturday, 18th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAIFUKU MARU (Omitting Shanghai) Thursday, 25th Sept.

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YOKOHAMA MARU ... Thursday, 2nd Oct. at 11 a.m.

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"NANKING" "NILE" "CHINA"

Nov. 1st, 1919. Oct. 7th, 1919. Nov. 22nd, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO UNITED KINGDOM AND CONTINENT.

For Steamer Sailing.

LONDON & ANTWERP

For particulars of sailings shippers are requested to approach

Subject to change without notice.

or to REISS & Co. Canton

HONGKONG, 10, Apr. 1917

THE BANK LINE, LTD.,

General Agents.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—65 BROADWAY, NEW YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

LONDON OFFICES—84, QUEEN STREET, E. C.

6, Haymarket, S. W.

11, Elbury Street, S. W.

Branches & Agencies—throughout the world.

General Banking and Foreign Exchange.

We maintain Foreign Trade and Travel Bureaus.

American Business a Specialty.

SHIPPING NEWS.

SUPER-LINERS

Great interest has been elicited in shipping quarters in the latest development of America's gigantic shipbuilding programme. Although ship designers prophesy the day of "super-liners," the big British shipping interest have practically vetoed any such plans being pushed forward in England. They assert it would cost more than twice as much to build another Aquitania and that what must be done in England in view of the increased output of workers and the depleted state of Britain's mercantile marine, is to build speedy cargo and passenger-carrying vessels averaging 20,000 tons.

IN A TYPHOON.

The Kumano Maru which arrived at Shanghai on September 4, had an exceptionally rough voyage having encountered a typhoon after leaving Moji. The ship arrived in port looking rather the worse for its experiences. Various portholes had been smashed, the ice house on the forward deck had been washed away and the glass enclosing the bridge had suffered severely. The Captain was considerably bruised and cut, having been frequently knocked off his feet and on one occasion precipitated into the glass.

PORT EXTENSIONS AT MARSEILLES.

The principal work in the extensions is the construction of the Mirabeau Dock, the plans for which were passed by the French Government on June 19 last. The estimated cost is 123,000,000 francs, and at a meeting of the Marseilles Chamber of Commerce on November 7, 1916, a resolution was passed to advance to the Treasury the sum of 61,500,000 francs, equal to half the cost of construction of the new dock. The preliminary work on the necessary dams is being immediately put in hand. The Marseilles Chamber has also undertaken to advance the balance of the cost, without interests, if necessary. The whole of the tolls payable at the Port of Marseilles will be devoted to the payment of these funds, and the zone or territory in which tolls are payable will in future be extended to the Etang de Berre and the Port de Bouc. The advances thus made to the State will be repaid in 15 equal annual payments after the completion of the work. Besides the construction of the Mirabeau Dock, there is also the work to be carried out at the Port de Bouc, including the widening and deepening of the maritime portion of the Marseilles Rhone Canal between the Etang de Berre and Port de Bouc the improvement of the present Port de Bouc by deepening the channel and dock, and the extension of the Quai de la Leque, as well as the removal of the Caronte salt marshes. Numerous factories will be established in the neighbourhood. With the new additional 7½ miles of quays the Port of Marseilles will possess a total quayage of about 21 miles. The French aim at making it the greatest port in the world.

12,000 WAITING LIST.

The boom in Transatlantic travel is increasing. All the liners at present arriving at Liverpool from the United States and Canada are crowded, and on the outward journeys there is a heavy demand for the berths available after accommodation, has been provided for returning troops. Yesterday's figures for Liverpool (says the Daily Mail of August 1) were

Inward	Passengers.
Celtic	300
Carmania	1,262
Tunisian	600
Melita	1,500
Total	3,662
Outward	Passengers.
Orduna	1,200
Scandinavian	1,300
Vasari	350
Total	2,850

Both the Cunard and White Star Lines have waiting lists of passengers extending to late October, and the Canadian Pacific have a waiting list of 12,000 names for cabin accommodation and applications for berths are still coming in at the rate of 1,500 a day. It is expected that the last of the Canadian troops will have been repatriated by October, and this will leave more accommodation for ordinary passengers. The pressure of accommodation in liners for the United States has been increased by the withdrawal of the Olympic for overhaul and the Aquitania, which is now on its last trip before being withdrawn. It will be six months before they are again on the list of sailings.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SWATOW & BANGKOK	Luchow	23rd Sept. at 10 a.m.
H'HOW, P'HOI & H'PHONG	Kailong	23rd Sept. at 11 a.m.
SHANGHAI	Shantung	23rd Sept. at noon.
SHANGHAI	Sunning	25th Sept. at noon.
SHANGHAI & STINGTAO	Chenan	28th Sept. at d'light
W'WEL, CHEFOO & T'HSIN	Kueichow	28th Sept. at 3 p.m.
MANILA, CEBU & ILOILO	Taming	30th Sept. at 3 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tientsin weekly, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via

Swatow.

For Freight or Passage apply to

Telephone No. 36. HONGKONG Sept. 22, 1919.

BUTTERFIELD & SWIRE.

Agents.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tijlartap	Japan	28th Sept.	30th Sept.	Java
Tijlartem	Shanghai	28th Sept.	1st Oct.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

Telephone No. 1574.

JAVA-CHINA-JAPAN LIJN.

York Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Quinnabag	Medina	TUES. 23rd Sept. at 1 p.m.
Haihong	J. W. Evans	FRI. 26th Sept. at 1 p.m.
Haitan	A. H. Stewart	TUES. 30th Sept. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near

Blake Pier).

For Freight and Passage, apply to

Douglas LaPraik & Co.,

General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
SHANGHAI via F'chow	Tungshing	Tues., 23rd Sept. at d'light.
SANDAKAN	Hinsang	Tues., 23rd Sept. at noon.
SHANGHAI	Hangsang	Wed., 24th Sept. at d'light.
TIENTSIN	Cheongsing	Fri., 26th Sept. at d'light.
MANILA	Yuehsang	Fri., 26th Sept. at 3 p.m.
MANILA	Loongsang	Fri., 3rd Oct. at 3 p.m.
STRAITS & Calcutta	Laisang	Sat., 4th Oct. at 3 p.m.

ALCUTTA LINE.—This line has now been re-organized and affords regular sailings to Calcutta.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.

Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong and Swatow.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up to date accommodation for passengers.

Cargo taken on through Bills of Lading for Kanton, Swatow, Luchow, Tientsin and Lohed Day.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Weihaiwei and Chiao.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits. Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

Telephone No. 215.

JARDINE MATHESON & CO., LTD.

General Managers.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamer.	For	Date of arrival	Date and Time of departure.
"ST. ALBANS"	Melbourne, via Queensland Ports	7th Oct.	Early Nov.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built

SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ALASKA MARU" ... Friday, 26th Sept.
"CELEBES MARU" ... Monday, 20th Oct.
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.
BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.
"SAIGON MARU" ... Tuesday, 23rd Sept.
BOMBAY & COLOMBO—Regular fortnightly service via S'pore.
"SEATTLE MARU" ... Middle of November.
SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.
"UNNAN MARU" ... Wednesday, 1st Oct.
SYDNEY & MELBOURNE—Monthly service calling at AUCLAND, N. Z. and ADELAIDE.
"LUZON MARU" ... Beginning Oct.
VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.
"CHICAGO MARU" ... Tuesday, 30th Sept.
"MANILA MARU" ... Wednesday, 15th Oct.
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

TAKAO via SWATOW & AMOY.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.
"INDUS MARU" ... Monday, 29th Sept.

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager.
Tel. No. 744 and 745 No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

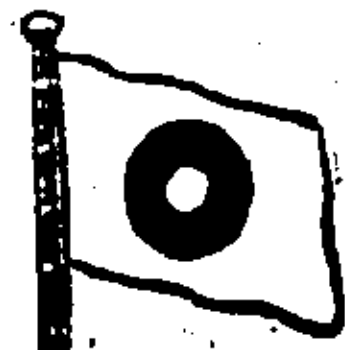
NANYO MARU No. 1
NANYO MARU No. 2
NANYO MARU No. 3
SODECAURA MARU.
KYODO MARU No. 13
TAMON MARU No. 1
ASOSAN MARU.
CHEIAN MARU.

REGULAR SERVICE FOR
FREIGHT BETWEEN

HONGKONG,
BANGKOK
and/or
SINGAPORE.

For Particulars Please Apply to:—

M. KOBAYASHI, Agent.
Tel. No. 149 & 155. Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.
(Shipping Department).

HEAD OFFICE (KOBE).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERN, PORT SAID,
CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAU,
BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coast
Japan, China, India, Java, North and South America, also to
Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,
M. HASHIMOTO,
General Agents.

Telephone No. 2108.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

(Calling at Shanghai and Kobe.)

"OLEN" ... About October 14th.
"ICORUM" ... October 22nd.
"SEATTLE SPIRIT" ... October 25th.
"WHEATLAND" ... November 1st.
"EMIGOTT" ... November 30th.
"ORFEOVER" ... December 20th.

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"WAWALONA" ... About October 31st.
"HISMAHA" ... November 30th.
"MONTAUX" ... December 15th.

Through Bills of Lading issued to OVERLAND COMMON PORTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone No. 2477 & 2478

5th Floor, Hotel Mansions.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER
"BESSIE DOLLAR" ... about 10th Oct.

FOR SAN FRANCISCO U.S.S.B.

"WEST HEPBURN" ... Middle of Oct.
Through Bills of Lading issued to all parts of United States
or Canada.

For particulars for freight apply to:—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING
THIRD FLOOR

TEL. 795.
792.

Lloyd Triestino

S.S. "NIPPON"

For Singapore, Colombo, Port Said and Trieste.
about end November.

First class passenger accommodation—single and double berth
cabins also cabins with 3 berths at reduced rates.

For further particulars apply to

DODWELL & CO., LTD.

Agents.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"Teikoku" ... via Panama ... 23rd Sept.
"Eurymedon" ... via Panama ... 11th Oct.
"Eurybates" ... via Panama ... 7th Nov.
"City of Newcastle" ... via Suez ... 30th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO CANTON.

JAVA PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

Monthly Service between

NETH, INDIA, MANILA, HONGKONG & SAN FRANCISCO

The steamers are all fitted throughout with electric light
and have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland
Points to the United States of America and Canada.

For particulars of Freight and Passage apply to the

Java-China-Japan Lijn.

General Managers,
York Buildings.

Telephone No. 1574.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 29th Sept. to:—

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

Agents.

CONSIGNEES.

THE ADMIRAL LINE

THE Steamship

"CITY OF SPOKANE"

having arrived from Seattle via
ports, on Sept. 18th, 1919 con-
signees are hereby notified that
their cargo is being landed at
their risk into the Hazardous
and/or Extra-Hazardous Godowns
of the Hongkong and Kowloon
Wharf and Godown Co., Ltd.,
Kowloon, and stored at con-
signees' risk.

Consignees of cargo must pro-
duce an Import permit signed by
the Superintendent of Imports
and Exports, Hongkong, before
Bills of Lading will be counter-
signed.

All broken, chafed and dam-
aged cargo is to be left in the
Godowns where it will be
examined at 10 a.m. on Sept. 24th,
1919 by the Company's Surveyors,
Messrs. Goddard & Douglas.

All claims must be presented
within thirty days of the steamer's
arrival here, after which they
cannot be recognized. No claims
will be recognized after the goods
have left the Godowns, and cargo
undelivered on and after Sept.
25th, 1919 will be subject to rent.
No fire insurance whatever will
be effected.

Consignees are requested to
send in their Bills of Lading for
counter-signature immediately.

PACIFIC STEAMSHIP CO.

Operating Agents

U. S. Shipping Board.

5th floor, Hotel Mansions

Hongkong, September 18th, 1919.

NIPPON YUEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS.

THE Company's Steamship

"KAGA MARU."

having arrived from the above
ports, Consignees of Cargo are
hereby informed that their Goods
are being landed and placed at
their risk in the Hongkong, and
Kowloon Wharf and Godown
Company's Godowns at Kowloon,
where each consignment will be
sorted out mark by mark and
delivery can be obtained as soon
as the Goods are landed.

Optional Goods will be carried
on unless instructions are given
to the contrary before NOON,
TO-DAY.

Goods not cleared by the 26th
September, 1919, will be subject
to rent.

Damaged packages must be left
in the Godowns for examination
by the Consignee's and the Co.'s
representatives at an appointed
hour on Tuesday & Friday. All
claims must be presented within
ten days of the steamer's arrival
here, after which date they cannot
be recognized. No claims will be
admitted after the goods have left
the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 19th September, 1919.

CONSIGNEES.

"REN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

a.s. "BENDORAN."

From MIDDLESBRO, LONDON
and STRAITS.

Consignees of Cargo are hereby
informed that all Goods are being
landed at their risk into the
hazardous and/or extra-hazardous
Godown of the Hongkong and
Kowloon Wharf and Godown Co.,
Ltd., whence and/or from the
wharves delivery may be obtained.
No Claims will be admitted
after the Goods have left the Go-
downs, and all Goods remaining
undelivered after the 26th inst
will be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 3rd
September, or they will not be
recognized.

All broken, chafed and dam-
aged Goods are to be left in the
Godowns, where they will be
examined on the 26th inst. at
10 a.m.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 20th September, 1919.

NOTICE TO CONSIGNEES.

From KOBE

THE Steamship

"KWAISANG."

having arrived from the above
ports, Consignees of cargo by her
are hereby informed that all
goods are being landed at their
risk into the hazardous and/or
extra-hazardous Godowns of the
Hongkong and Kowloon Wharf
and Godown Company, Limited,
whence, and/or from the wharves,
delivery may be obtained.

Goods not cleared by the 22nd
inst. will be subject to rent.

All broken, chafed and dam-
aged packages are to be left in
the Godowns where they will be
examined. Claims against the
steamer must be presented with-
in 10 days of arrival otherwise
they will not be recognized.

No Fire Insurance will be
effected by us in any case what-
ever.

Bills of Lading will be
countersigned by

JARDINE, MATHESON

& CO., LTD.

General Managers.

Hongkong, 15th September, 1919.

NOTICE TO CONSIGNEES.

From KOBE.

THE Steamship

"CHAKSANG."

having arrived from the above
Ports Consignees of cargo by her
are hereby informed that all
goods are being landed at their
risk into the hazardous and/or
extra-hazardous Godowns of the
Hongkong and Kowloon Wharf
and Godown Company, Limited,
whence, and/or from the wharves,
delivery may be obtained.

Goods not cleared by the 21st
instant will be subject to rent.

All broken, chafed and damaged
packages are to be left in the
Godowns where they will be
examined. Claims against the
steamer must be presented within
10 days of arrival otherwise they
will not be recognized.

No Fire Insurance will be
effected by us in any case what-
ever.

Bills of Lading will be counter-
signed by

JARDINE, MATHESON

& CO., LTD.

General Managers.

Hongkong, 15th September, 1919.

CONSIGNEES.

THE ADMIRAL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"COAXET."

having arrived from Portland,
Ore. via ports, on Sept. 16th, 1919
consignees are hereby notified
that their cargo is being landed
at their risk into the Hazardous
and/or Extra-Hazardous Godowns
of the Hongkong and Kowloon
Wharf and Godown Co., Ltd.,
Kowloon, and stored at con-
signees' risk.

Consignees of cargo must pro-
duce an Import permit signed by
the Superintendent of Imports
& Exports, Hongkong before Bills
of Lading will be counter-signed.

All broken, chafed and dam-
aged cargo is to be left in the
Godowns, where it will be
examined at 10 a.m. on Sept. 22nd
1919 by the Company's Surveyors,
Messrs. Goddard & Douglas.

All claims must be presented
within 30 days of the steamer's
arrival here, after which they
cannot be recognized.

No claims will be recognized
after the goods have left the
Godowns, and cargo undelivered
on and after Sept. 23rd, 1919 will
be subject to rent.

No Fire Insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
counter-signature immediately.

PACIFIC STEAMSHIP CO.

Operating Agents, U. S. Shipping

Board.

5th floor, Hotel Mansions.

Hongkong, 16th Sept. 1919.

WATER RETURN.

Level and Storage of water in

Reservoirs on September 1, 1919.

CITY AND HILL DISTRICT WATER

WORKS LEVEL.

System	Level with overflow	Level with overflow	Level with overflow
System A	100.00	100.00	100.00
System B	100.00	100.00	100.00
System C	100.00	100.00	100.00
System D	100.00	100.00	100.00
System E	100.00	100.00	100.00
System F	100.00	100.00	100.00
System G	100.00	100.00	100.00
System H	100.00	100.00	100.00
System I	100.00	100.00	100.00
System J	100.00	100.00	100.00
System K	100.00	100.00	100.00
System L	100.00	100.00	100.00
System M	100.00	100.00	100.00
System N	100.00	100.00	100.00
System O	100.00	100.00	100.00
System P	100.00	100.00	100.00
System Q	100.00	100.00	100.00
System R	100.00	100.00	100.00
System S	100.00	100.00	100.00
System T	100.00	100.00	100.00
System U	100.00	100.00	100.00
System V	100.00	100.00	100.00
System W	100.00	100.00	100.00
System X	100.00	100.00	100.00
System Y	100.00	100.00	100.00
System Z	100.00	100.00	100.00

System	Level with overflow	Level with overflow	Level with overflow
System A	100.00	100.00	100.00
System B	100.00	100.00	100.00
System C	100.00	100.00	100.00
System D	100.00	100.00	100.00
System E	100.00	100.00	100.00
System F	100.00	100.00	100.00
System G	100.00	100.00	100.00
System H	100.00	100.00	100.00
System I	100.00	100.00	100.00
System J	100.00	100.00	100.00
System K	100.00	100.00	100.00
System L	100.00	100.00	100.00
System M	100.00	100.00	100.00
System N	100.00	100.00	100.00
System O	100.00	100.00	100.00
System P	100.00	100.00	100.00
System Q	100.00	100.00	100.00
System R	100.00	100.00	100.00
System S	100.00	100.00	100.00
System T	100.00	100.00	100.00
System U	100.00	100.00	100.00
System V	100.00	100.00	100.00
System W	100.00	100.00	100.00
System X	100.00	100.00	100.00
System Y	100.00	100.00	100.

NEW
ADVERTISEMENTS.

NOTICE.

THE DAIRY FARM ICE &
COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS

The Twenty-third Ordinary Annual Meeting of the Shareholders in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on Saturday 11th day of October 1919 at 12.30 o'clock in the afternoon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1919.

The Transfer Books of the Company will be closed from 1st to 11th October 1919 both days inclusive.

By Order
M. MANUK,
Secretary.

Hongkong, 22nd September, 1919.

NOTICE.

THE HONGKONG AND
WHAMPOA DOCK CO., LTD.

Notice is hereby given that the Share Register and Transfer Books of the Company will be closed from the 1st, to the 6th, prox. both days inclusive. Warrants for the Interim Dividend can be had at the office of the Company, 2 Queen's Buildings, Hongkong, on and after the 7th October, 1919.

By Order of the Board,
R. M. DYER,
Chief Manager.

Hongkong, 22nd September, 1919.

WANTED.

WANTED.—By English Lady, position as Saleswoman in Fancy Goods or Jewellers store. Apply Box 251 c/o Hongkong Telegraph.

FOR SALE

FOR SALE.—1917 power plus Indian (1917 model), with or without sidecar. Apply Box 250 c/o Hongkong Telegraph.

TO BE LET.

TO BE LET.—Offices from 1st December, second floor No. 34, Queen's Road Central. Apply Yee Sang Fat Co. Tel. 1355.

NOTICE.

DOUGLAS STEAMSHIP CO., LIMITED.

The Ordinary General Meeting of the above Company will be held at the Company's Offices at Noon on Saturday the 27th inst. 1919.

The Transfer Books of the Company will be closed from the 19th to 27th instant both days inclusive.

DOUGLAS LAPRAIK & CO.
General Managers.

Hongkong, 11th September, 1919.

The China Light and Power Company (1918) Limited.

NOTICE OF CALL.

NOTICE is hereby given that a call of \$2 per share has been made on all members holding shares upon which only \$1 has been paid, and that such call will be payable on the 30th day of September 1919 to the Hongkong & Shanghai Banking Corporation at Hongkong.

SHEWAN TOMES & Co.
General Managers,
The China Light & Power Co.,
(1918) Ltd.

Hongkong, 12th June, 1919.

NOTICE.

THE CHINA LIGHT & POWER CO., (1918) LTD.

Notice is hereby given to shareholders of the above named Company that the Transfer Books will be closed from Tuesday the 23rd September 1919, until Tuesday the 30th September 1919, both days inclusive.

SHEWAN TOMES & CO.
General Managers.
Hongkong, 16th September, 1919

G. R.

NOTICE.

All persons with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916 Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

E. D. C. WOLFE,
C. S. P.
Hongkong, 5th September 1919.

G. R.

NOTICE.

TAIPO ROAD.

Owing to alterations to the water mains IT IS HEREBY NOTIFIED that on TUESDAY, the 23rd instant, from 8 p.m. to 6 a.m. the following morning, the TAIPO ROAD will be closed to all except pedestrian traffic at a point south of the old Boundary Line.

W. CHATHAM,
Director of Public Works.
Public Works Department,
Hongkong, 19th Sept., 1919.

NOTICE

HUMPHREYS ESTATE AND
FINANCE CO. LTD.

NOTICE is hereby given that an Extraordinary General Meeting of Humphreys Estate & Finance Company Limited will be held at the Hongkong Hotel on the 24th day of September 1919 at noon for the purpose of considering and if thought fit approving the draft new Articles which will be submitted to the meeting. A copy of such Articles and a copy of the existing Articles may be seen at the Offices of the General Managers in Alexandra Buildings. In such copy the portions of the proposed New Articles which differ from the Old Articles are indicated by underlining in red ink.

Should the meeting approve of such Articles with or without modification the subjoined extraordinary resolution will be proposed.

"That the New Articles already approved by this meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a second Extraordinary General Meeting which will be subsequently convened.

By Order of the Board
G. RAPP,
Secretary.

Hongkong, 9th September, 1919.

NOTICE.

THE HONGKONG STEEL
FOUNDRY CO., LTD.

Notice to Shareholders. The Ninth Ordinary Yearly Meeting of Shareholders in the above Company, will be held at the Company's Office, St. George's Building, Hongkong, on Tuesday the 30th September, 1919 at 11.30 a.m. for the purpose of presenting the Report of the General Managers, and Statement of accounts to 31st May, 1919.

The Transfer Books of the Company will be closed from 23rd September to 30th September 1919, both days inclusive.

GORDON & CO.
General Managers.
Hongkong, 16th September, 1919.

G. R.

NOTICE.

KOWLOON WATER WORKS.

Owing to alterations to the Water mains IT IS HEREBY NOTIFIED that the Water Supply to the whole of Kowloon will be shut off from 12 o'clock (midnight) on Tuesday the 23rd inst. until 4 a.m. the following morning.

W. CHATHAM,
Water Authority.
Public Works Department.
Hongkong, 19th Sept., 1919.

WISEMAN
LIMITED.

The Best Tiffin
in town To-day
is at

WISEMAN'S.

Usual Price
\$1.00

Punch ticket for
30 meals \$25.00.

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COMMERCIAL BANK,
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Hankow Branch: Panoff Building.

FOR THE YEAR TO COME

Precaution is important in all things. This applies to your own finances. The best way of providing for the future, freely, is by
OPENING A SAVINGS ACCOUNT
WITH US.
\$1 to start.
SYSTEMATICALLY it will grow to THOUSANDS.

THE TORTURERS.

"RED" PLAYS PIANO WHILE
VICTIMS SCREAM.

The fact that stories have been spread in Britain to the discredit of the anti-Bolshevik fighters has done great harm to the British cause in Finland, to the jubilation of the German agents. The Moscow papers state that strikes in Russia and rebellions against the Bolsheviks are growing. Their advice to the population is to suffer patiently in the expectation of relief. Bolshevik promises to supply food throughout the winter are conditional on enormous efforts being made by the population to defeat General Denikin, the anti-Bolshevik leader in South Russia.

After the occupation of Kharkoff by General Denikin's troops, hundreds of victims of Bolshevik cruelty were disinterred. Some devices used by the Bolshevik executioners for torturing their victims were fiendish. In one called "glove-making," the skin of the hands with the nails was stripped from the living victims. Several pairs of these gloves were found. Every conceivable form of mutilation was perpetrated, hands, feet, and breasts being cut off, jaws smashed, and eyes gouged out.

The commissaries nightly made merry while the Bolsheviks, Chinese, and other ghouls were revelling in a more ghastly manner. Comrade Edward played the piano or the mandoline while the tortured were screaming and shots were being fired.

PROSPERITY OF
HONGKONG.

COMMENT BY A HOME
PAPER.

The London and China Express of August 14 says—

With the finances of so many parts of the world, and even of the British Empire, in a condition of extreme difficulty and confusion, it affords particular satisfaction to survey the position and prospects of Hongkong, where an altogether brighter picture is presented. Judging from the information and statistics contained in the Blue Book for 1918, the Colony, so far from staggering under heavy war burdens, is actually forging ahead. For the past five years there has been a steady and substantial expansion of the revenues. From eleven million dollars in 1914 the figures for last year were more than eighteen and a half million dollars. It is true that the expenditure, which is sixteen million dollars, shows a corresponding advance, but this has been largely the result of the liberal response made by Hongkong to the demands of the Empire in its hour of difficulty. The subscription of more than four million dollars to the cost of the war is an achievement which Hongkong may always look back upon with justifiable pride, and which need not fear comparison with similar assistance rendered by other parts of the King's Dominions. A considerable measure of the Colony's prosperity was due to the fact that it was well stocked before the war broke out, and all subsequent imports were made upon a rising market. The world-wide insufficiency of tonnage, as was to be expected, made itself manifest in Hongkong, and exercised an adverse effect upon trade. The total number of vessels entering and clearing at the ports during the year amounted to 379,341 vessels, of 29,518,189 tons, which compared with the figures for 1917 shows a decrease of 53,337 vessels and 4,974,484 tons. Trade with the United Kingdom was much reduced in volume, but the trade routes across the Pacific Ocean were well supplied by Japanese vessels, and markets which had formerly taken British goods turned towards America and Japan. The year in particular was one of unprecedented difficulty, and now that more normal conditions have returned there should be a speedy recovery in this vital industry of Hongkong. Indeed, the financial situation generally, satisfactory as it is to-day, affords ample grounds for anticipating greater developments in the future.

CANTON MASONIC
CLUB.

A PRESENTATION.

A very pleasant function took place at the Canton Masonic Club, Shamson, on Thursday evening last, the 18th instant, before a large attendance of Members, when Wor. Bro. T. H. Smith, Tide-surveyor of the Chinese Maritime Customs, who has been transferred to Kowloon, was presented with a set of silver fish knives and forks, as a token of the regard and esteem in which he has been held by the Members during his eleven years connection with the Club.

Wor. Bro. C. H. Reid, making the presentation, spoke in well chosen words of the sterling qualities and genial disposition of Wor. Bro. Smith, both as a member of the Craft and a Club member, at the same time eulogising the fact that the Members of the Club were losing their "Club Founder," and he was sure he endorsed the sentiments of all members when he said the loss to the Club would be greatly regretted by all.

In asking Wor. Bro. Smith to accept the present, on behalf of all the members of the Club, he wished him all that he wished for himself in his new sphere of operations at Kowloon.

Wor. Bro. Smith, in responding, remarked that he had been so completely taken by surprise, he felt he could not express himself in sufficiently glowing terms to thank the members for their very useful gift, which would at all times tend to remind him of the happy times spent among them. He thanked the members from the bottom of his heart for their kind thoughts and wishes, as well as the present, and hoped with all sincerity the day was not far distant when he would find himself back again among his many old brethren and comrades at the Canton Masonic Club.

Impromptu speeches were then made on Wor. Bro. Smith's behalf by other members, which were suitably responded to, and his health was drunk with musical honours.

COMMERCIAL NEWS.

EUROPE'S TRADE.

The majority of American business men, including 95 per cent. of those who have visited Europe, are (says the New York correspondent of the Daily Telegraph) at a loss to understand the pessimistic views expressed by apparently responsible authorities across the Atlantic regarding European business conditions generally and the trade outlook for the immediate future. Trained observers sent from this side almost invariably return with tales of how rapidly the war wounds are healing in the victorious countries, and how particularly the British and French are building up world trade. Despite the statements in the British Parliament and elsewhere of grave economic conditions, and serious handicaps to labour production and transportation, we hear that British and French salesmen are swarming in every part of the globe, picking up the loose ends of world trade and American buyers are finding to their surprise that Europe is offering vast quantities of goods for sale. American manufacturers and producers are beginning to realise that other markets besides their own are now opened to Europe, and because of the adverse exchange rates they are finding increasing difficulty in disposing of their stocks to countries which to some degree can now pick and choose. Stores are piling up at the Atlantic ports awaiting foreign buyers at prices 50 per cent. below domestic market prices, and the owners are forced to advertise their wares for export. Some glimmering of these conditions is beginning to penetrate the public understanding, and the remedy is more eagerly being sought in a growing demand for the extension of liberal credits abroad in order to attract European orders. Gratifying progress is being made in plans for foreign credits, and although every precaution will be taken to protect the American investor there exists a better appreciation of the fact that Europe must not be regarded as an aggregation of nations verging upon bankruptcy. Some small loans have been arranged here already with bankers for France and Belgium, but nothing in the nature of a public offering has yet been made. International bankers deny any knowledge of a loan of \$100,000,000 to Germany, and declare that such a loan is highly improbable just yet. The offering will be quickly subscribed by the German element here when it is made in the course of the next few months.

DELAYS IN CABLE TRANSMISSION.

A leading insurance company has received the following communication, dated July 6, from its agent at Constantinople respecting a telegram which was dispatched in London on June 16 and arrived at Constantinople on July 5.—"We are to-day in receipt of your favour No. 839 of the 17th ult. The fact that the telegram confirmed by this letter arrived only yesterday will enable you to form some idea of the deplorable state of the present postal and telegraphic communications between England and Constantinople. This condition of affairs, as you will readily understand, is a matter of serious consequence in view of the loss of business frequently resulting therefrom, and we are supplying all the evidence in our possession to assist an inquiry into the matter at this end. Another illustration of the tortoise beating the hare was given in this column on July 10, when it was stated that a business letter posted at Casablanca, Morocco, on June 26 was delivered in London on July 2, whereas an urgent telegram, also dispatched from Casablanca on June 26, was delivered in London on July 8. The sooner the hare adopts a more wakeful attitude the better it will be for the revival, long overdue, of British overseas commerce.—Times.

KITCHENER SCHOLARSHIPS.

A fund has been opened, to supplement the appeal begun in 1915, to endow the Imperial Service College at Windsor in order to establish foundation scholarships in memory of Lord Kitchener. It is proposed to dispose of the site and erect new premises with double the accommodation available at present. The Kitchener Foundation scholars will occupy the same position as the foundation scholars at Eton and Winchester.

MOTOR CARS FOR HIRE.

MERCURY GARAGE CO.

MOTOR CARS FOR HIRE.

TELEPHONE 977.

BLUE FUNNEL MATR.

(Continued from Page 1.)

carrying out his duty and there was no time and the officer on duty had to exercise his discretion, he could interfere?—Yes, he had to exercise his discretion.

If in the opinion of the officer on duty the quartermaster was not carrying out the pilot's duty, you agree it is not his first duty to report to you? If he sees that the quartermaster is not carrying out the orders it is the officer's duty to see that he carries them out?—Provided: that he does not use force.

You agree that there was a conversation between you and the third officer when the question of responsibilities was discussed?—There was a conversation on the matter.

Do you remember that the third officer reported to you on 1st September that he had spoken to the quartermaster about the matter, and the quartermaster told him that he would not obey him?—I don't remember that. I most emphatically deny that the third officer told me that the quartermaster refused to obey his orders. Defendant said that he would not accept responsibilities when the quartermaster was at the wheel. I further told the third officer to obey the last orders given to him.

You informed the third officer that he was the only person that had made a complaint against the quartermaster?—Yes.

And you said that you reprimanded the quartermaster?—Yes.

You did as a matter of fact reprimand him on this matter?—I told him that he had to obey the last orders he received.

You recollect on that day you reprimanded him?—I reprimanded him the same day, I asked what he had to say. He said the third officer interfered with his duties.

You said in your evidence that the defendant said, "I see you take no notice of my protest."—I said "What are you talking about?"

That means he protested to you?—I asked him what protest he was referring to.

On the 4th September, when this conversation took place you finally removed the third officer from duty?—He was still on duty until this incident occurred.

I suppose from this conversation when the third officer refused to do his duty you got excited?—I admit that I was excited, but I did not get into a state that I did not know what I was doing.

I imagine that you were too excited when you said that you would punch him on the jaw?—I thought this would bring him to his senses, and stop him shouting and using insulting words and addressing me in an insulting manner.

Was that quite consistent with your duties as a master that you should say to your officer that you would punch him on the jaw?—I would not express an opinion.

You said that the quartermaster in his explanation said that he received orders conflicting with those of the pilot?—I took the quartermaster's evidence and the third officer's evidence. I am proceeding against the officer as he refused duty. I am not going into the affair of 3rd September.

Who else was on the bridge when the last conversation took place between you and the third officer?—The quartermaster was at the wheel, the second officer was in the chart room and the chief officer on the ladder in the lower bridge.

You already told the Court that the third officer would not take responsibilities while the quartermaster was at the wheel? You said that when you asked the third officer whether he refused duty, he said "Yes." Would

you not take it to mean that he refused duty while the quartermaster was on duty?—I told him "I would not take conditions from him. He refused duty. He refused responsibilities as long as the quartermaster was there. As the quartermaster was put by me, it is a refusal of duty. I call it refusal of duty when an officer refuses to recognise a master's act or refuses to accept responsibilities while he is there.

You will admit that the third officer's position is embarrassing, and difficult, when he is on duty and knows some one of the force will not obey him?—I position is not admit that the third officer was in that position.

I suppose it is up to you to assist your officers when they get into disagreement?—In such matters as refer to the orders of the master.

Mr. Lewis.—On this first occasion did the defendant complain to you that the quartermaster was not carrying out defendant's orders or the pilot's?—Not carrying out defendant's orders.

Mr. W. T. Birch, the chief officer of the Jason, said on the 4th inst. the ship left Shanghai for Hongkong. At about 10 o'clock in the morning he was on the bridge. The officer on watch was the defendant. Witness heard defendant talk to the captain in an insubordinate manner. Witness heard the captain ask defendant whether he refused duty. Defendant absolutely refused duty. Defendant was speaking to the captain in an insubordinate manner, with a raised voice.

Asked his opinion about the quartermaster, he said he never had any trouble with him. He was an efficient quartermaster.

By the Court.—Have you had any more faults than you usually have with your quartermaster?—No; in fact he is my best quartermaster.

When defendant left the bridge the second officer relieved defendant.

Cross-examined by Mr. Beavis, witness said that at the time of the conversation he was passing the after end of the bridge on the way to the bridge. What witness heard was "I absolutely refuse duty while that man is at the wheel. Witness did not hear defendant use the word responsibilities."

The quartermaster, Mr. James McNeill, said he was one of the quartermasters on the Jason. On 21st August he was on duty from 10 to 12 noon. He was then on the river on his way to Shanghai with a pilot in charge. Defendant was on watch. That morning a little before 11 o'clock, a few seconds after he proceeded east, the pilot gave orders to sheer the ship to the starboard helm. The next order was "ease helm." He kept five degrees to port helm. The third officer told witness "starboard helm." Witness said he would not and asked him to tell the master and the pilot. He stamped his feet and asked him to obey his orders. Witness said he would obey to a certain extent. Then he shook his left hand, and caught hold of both hands of the defendant and asked witness to leave the wheel. Defendant then took hold of the wheel while witness desisted. Witness suggested if he was not considered suitable to get a proper relief. The master then came in and asked him what was the matter. The master said on 21st August, that he was to receive the last orders. On 4th instant, witness went on duty at 10 a.m. Defendant was keeping watch at the time. As witness was going to the wheel house he saw him going out. He did not speak to him. He heard defendant say that he would remain on the bridge while witness was at the wheel. The Captain told defendant that he wanted no trouble on the bridge and to do his work in a orderly manner.

The case in proceeding.

MIND TO MIND WIRELESS.

FAMOUS SCIENTIST'S VIEWS.

Many of the vital questions that arise in the consideration of the problem of survival after death are answered by Sir William Barrett, F.R.S., the famous scientist, in the following catechism, which shows how far the scientific mind is prepared to accept the theory of a spirit world.

If spirits can communicate with us and with each other, would it not be possible for human beings on earth to hold intercourse with each other in the same kind of way?

It seems very probable, as Swedenborg long ago asserted that spirits communicate with each other without audible speech but through some process of thought-transference or, as we call it, telepathy. Language is an imperfect and clumsy instrument for transferring our ideas, and telepathy would be far preferable. But we do not know at present all the conditions upon which telepathy depends, and therefore we cannot use it at pleasure. It is possible future investigation of this subject may enable us to use telepathy. Doubtless, telepathy between minds here or beyond the veil is the true explanation of inspiration and the communion of saints in which all Christians believe.

But is not all spiritualistic inquiry unlawful and condemned by both the Jewish and Christian Churches in all ages?

Every intelligent person, Christian or Jew, will agree with Lord Kelvin, who said, "Science is bound to face fearlessly every problem which can fairly be presented to it."

Yes, science, but what about the man on the street?

You will find in my writings reiterated statements as to the folly and mischief of indiscriminate investigations in this obscure and difficult region. Unbalanced minds and untrained inquirers are pretty sure to come to grief. But all phenomena are legitimate subjects for scientific investigation.

Then you regard the matter as a branch of psychological science and not as a religion?

Quite so; psychical research will eventually be recognised in our universities as a department of psychology. It may be, and in my opinion is, an aid to religion, proving as many of us believe the existence of an immaterial soul in man which survives the death of the body.

THE SPIRITUAL WORLD.

Is there any similarity or otherwise between the conditions of this world and the invisible world beyond?

The great body of spiritualists in all countries believe that the unseen world is very like the present world, only brighter and better. Swedenborg, who was a true and gifted seer, tells us that the spiritual world appears so like the present world that at first those who have passed over believe they are still on earth.

How far from our own world is the unseen spiritual world situated?

The spiritual world may interpenetrate the present material world and therefore be all around us though imperceptible; just as the ether interpenetrates all matter and space and yet is imperceptible to us.

Can you give me any recent first-hand evidence of survival that you have investigated without any paid professional medium?

Yes; I have within the last few weeks investigated such a case, which turns out to be one of the most remarkable evidential cases I have met with.

I received recently the following letter from a personal friend, a lady living at Eastbourne—

Since the death of my son Robin, who was an officer, and was torpedoed and drowned on his way out to South Africa, last October, I have had a remarkable experience, which seems to me to afford exceptionally good evidence of survival.

About three weeks after receiving the news of my boy's death and I went to my brother's house in London for a week-end. The cook-housekeeper, who asked me to my great surprise, if I was interested in spiritualism. I asked her why, and she replied that her sister Mary, who had previously lived with my brother as parlourmaid, had received a message from my boy, whom she knew as a youngster.

This message was to the effect that my boy wished me to know he had not suffered at all, but had died from shock almost immediately.

A MORE CONVINCING MESSAGE.

As I had never seen or even thought of this girl since she married two and a half years before, I was naturally much astonished; though the message, of course, was in no sense evidential; for she may have, and probably had, heard of the death of my son through her sister, who, as I said, was my brother's cook-housekeeper. So I requested that if my boy appeared again to her, he would send me something that really would prove his identity.

A week or ten days later I went again to my brother's house and happened to find this sister Mary there. She told me that she had again seen my son, and he had given her another message, which she could make nothing of but hoped it might convey something to me. He said: "Tell mother I hope Stella (his sister) has been able to get the grey suede shoes she was so anxious to have," and he added, "and tell mother that I hope she will keep the pen in a sheath always by her."

The interesting and remarkable feature of this message is that the day before my son left for his fatal voyage (last October) his sister was hunting round different shops for grey suede shoes, which seemed very difficult to get, and my son and I spent the whole morning together going from shop to shop seeking for a silver chate-laine case for my fountain pen, which he gave me as a parting present.

Now Mary had not seen either me, or my son, or any member of my family since she married two and a half years ago, and there was no possible means of her knowing or finding out anything whatever about the pen or the shoes.

A PROBABLE EXPLANATION.

Upon receiving this letter I asked the writer to call upon me when next in London. She did so, and in reply to my questions she said she was not staying at her brother's house in London at the time my boy sailed, so neither he nor his housekeeper knew anything about the suede shoes or the fountain pen. Further, that her brother was not interested in spiritualism, and the subject had never been mentioned between them; and she had not the least idea that his housekeeper and her sister were interested in the subject.

The clairvoyant Mary also wrote in reply to my questions, "I hereby state that I had never at any time heard of any suggestion of grey shoes being sought, or that Mr. Robin had given his mother a fountain-pen case, nor had I seen or been near any member of the family for 2½ years, nor had my sister heard anything about those things either."

My friend kindly brought Mary to see me and she appears to be a very straightforward, intelligent young woman. She told me she frequently has these clairvoyant visions. Doubtless they are often mere dream creations of her subconscious mind, but in the present case, what she apparently heard could not be so explained.

The much worn and much-abused theory of telepathy from the living seems also an improbable explanation, unless we stretch that hypothesis to quite illegitimate lengths. It is more probable, assuming the existence of a soul in man, that the deceased officer found an avenue by which he could communicate mentally with those he knew on earth, and gave the trivial incidents mentioned as proofs of his identity, and survival of memory.

FEEDING OF EUROPE.

LORD R. CECIL ON THE ECONOMIC OUTLOOK.

Lord Robert Cecil, M.P., presided on August 1 at what he described as his last meeting, as a member, with the members of the Supreme Allied Council, in whose honour a banquet was given at the Carlton Hotel.

Among those present were Sir Auckland Geddes, Mr. Hoover, Mr. G. H. Roberts, Mr. Vilgrain, Mr. Cecil Harmsworth, Mr. Clementel, Signor Orlando, Sir Hamar Greenwood, General Payot, the Hon. A. L. Sifton, Signor Marconi, Sir Joseph Macleay, M. Jaspard, Lord Crawford, Signor Schanzer, Major Waldorf Astor, Sir John Bradbury, Sir W. C. Beveridge, Sir W. Goode, Mr. W. C. Bridgeman, and Mr. Conway Davies.

The Chairman, proposing the toast of "The Guests," said that the value of such institutions as the Supreme Economic Council was manifold. Consultation between the representatives of different countries with different points of view, when they desired to arrive at the solution of a common problem, was of the greatest enlightenment, and produced solutions that otherwise would seem impossible. If M. Clementel in ordinary diplomatic circumstances desired to make a communication to Sir Auckland Geddes, he had to go to his Foreign Office; the Foreign Office, understood, more or less (laughter) what was wanted; they sent instructions to the Ambassador at the Court of St. James's; and the Ambassador went to our Foreign Office and indicated what was left of the original message. If the problem was an urgent one, that was not a convenient way of arriving at a decision. (Cheers.)

Lord Robert Cecil added:—"We are entering upon a time which is going to be the greatest test of the stability of our institutions and of the real basis on which civilisation rests. The economic position is incalculably serious and it is not likely to become less serious for many months to come. It seems to me that during that period the closest consultation, not only between the Powers that now consult, will be one of the greatest safeguards, not only to prevent national misunderstandings, but in order to meet problems of unexampled difficulty."

The interdependence of modern nations is one of the products of modern civilisation. It is not too much to say that a strike in Yorkshire might produce industrial disaster in Italy. If that is so, surely it is necessary that we should keep in the closest touch with one another during this period."

REASON FOR RETIREMENT.

That was perhaps the last time he would have the opportunity of addressing the Supreme Economic Council as one of its members. Some months ago the Prime Minister asked him to take on the work while he was in Paris, and he did his best.

During the period of the Conference it was perhaps necessary that some one who was not a Minister should do the work, as a Minister could not be always in Paris, but now that period had changed he was convinced that the representative should be a Minister of the Crown who could speak with far greater authority, and who would be directly responsible to Parliament for his actions. These were the reasons he had submitted to the Prime Minister, who had agreed that they were sound. He deeply regretted that he would cease to be a member of the Council, and he severed his relations with both British and foreign representatives with regret, but he thanked them for all they had done to make his task easier.

The Council was of the greatest possible moment to the world, and he hoped that it would continue to discharge functions that were essential to the future not only of this country but of Europe.

M. Clementel replied on behalf of France; Signor Schanzer on behalf of Italy, and M. Jaspard on behalf of Belgium.

MR. HOOVER ON THE COUNCIL'S TASK.

Mr. Hoover described the creation of the Council as an Armistice institution which was asked to assume authority for finding the means of the preservation of government and stability in Europe, pending the completion of the Peace Conference. It was a curious fact, not generally known, that from Batum, on the one side to Helsingfors on the other, the decision of the Supreme Economic Council had been final. Thanks to the activities of that Council and a support far beyond what could have been hoped for from nations exhausted by the war, they had been able to feed 200 millions. It had been a costly undertaking. They had expended under the jurisdiction of the Council more than 800 millions of dollars alone. They had to some extent restored communication by supplying railway material throughout Europe. They had gone further and done something to distribute coal to maintain transportation and life throughout Europe, which would have been paralysed otherwise.

With the coming of peace the original functions of the Council would come to an end. The problems that must be faced in the future were as terrible in themselves as any that had had to be faced in war time. The prime problem was the restriction of production throughout Europe. "I do not intend to go into that," he said, "but the productivity of Europe to-day is such that Europe could not survive 12 months."

The stimulation of production, the re-establishment of industry and economic life, would require a sense of service which had been lost in the last few months. As one of the repercussions of the war they had had relaxations. What they needed was, what, for want of a better term, he would call "a spiritual revival." They saw the tendency of labour to slackness, they saw the tendency of the well-to-do classes to extravagance, and they saw the tendency to profiteering at every step of the way. Somehow and by some means the sense of service that dominated the Allied people during the war must be revived. No one could believe that the nations which had made this effort in the war and had given so much of personal sacrifice would fail to exercise that sense of service which would overcome these problems.

That day while reviewing one of the terrible problems they had to deal with he was reminded of that Session about December, 1917, when every figure in front of them seemed to show the world could not be carried through until the next harvest. After they had spent an entire day in discussion one member said, "This is a question for prayer, and not for argument." He believed that probably was the solution of the problems they had discussed that day.

Like Lord Robert Cecil, he wished to touch a personal note. He had spent five years in that connection during the war, and he believed that the time had come when new men, who were directly responsible to the new Governments that were arising, should do the work, and therefore on September 1 he intended to go back to California for the first time in five years, not because it was farthest away from Europe, but because he thought he deserved a rest. He had outlived three generations of Food Controllers in Allied countries and five in Germany.

"NO ONE CAN STOP BETTING."

"Betting seems to be part of the human race; one can stop it, and whether people lose or win it makes no difference." This was the dictum of Mr. Banks, the magistrate at the South-Western Police Court, in dealing with a charge against the landlord of the Greyhound public-house, High-road, Streatham, for permitting the premises to be used for betting. It was explained that the accused, Charles Newman, took no part in the transaction, as he was not present, although his barman was. The magistrate imposed a nominal penalty of 1s. and five guineas costs.

VESSELS LOADING.

EUROPE, U.S.A. ETC.

Tsankai	B. & S.	Sept. 23
Tango M.	N. Y. K.	Sept. 24
Nippon M.	T. K. K.	Sept. 25
Alaska M.	O. S. K.	Sept. 26
Van Weerwyck J.C.J.	L. Sept. 29	
Chicago M.	O. S. K.	Sept. 30
Wakasa M.	N. Y. K.	E. of Sept.
Titarom	J.C.J. L.	Oct. 1
E. of Asia	C. P. O. S.	Oct. 2
Tsuyama M.	N. Y. K.	Oct. 2
Tenyo M.	T. K. K.	Oct. 2
Aisuta M.	N. Y. K.	Oct. 3
Nile	C. M.	Oct. 7
Ecuador	F. M. S.	Oct. 8
Bessie Dollar R. D.		Oct. 10
Siberia M.	T. K. K.	Oct. 10
Eurymedon B. & S.		Oct. 11
Waban	A. L.	Oct. 11
Katori M.	N. Y. K.	Oct. 14
Olen	A. L.	Oct. 14
E. of Japan	C. P. O. S.	Oct. 15
Manila M.	O. S. K.	Oct. 15
Monteagle	C. P. O. S.	Oct. 19
Celebes M.	O. S. K.	Oct. 20
Iconium	A. L.	Oct. 22
Seattle Spirit A. L.		Oct. 25
Shinyo M.	T. K. K.	Oct. 28
Wawalona	A. L.	Oct. 31
Luzon M.	O. S. K.	B. of Oct.
West Hepburn R. D.		M. of Oct.
Toyooka M.	N. Y. K.	E. of Oct.
Nanking	C. M. S.	Nov. 1
Wheatland	A. L.	Nov. 1
Khiva	P. & O.	Nov. 1
Seiyo M.	T. K. K.	Nov. 4
Colombia	P. M. S.	Nov. 5
Persia M.	T. K. K.	Nov. 10
Korea M.	T. K. K.	Nov. 10
West Munham A. L.		Nov. 16
China	C. M.	Nov. 22
Endicott	A. L.	Nov. 30
C. of Newcastle B. & S.		Nov. 30
Nishmaha	A. L.	Nov. 30
Seattle M.	O. S. K.	M. of Nov.

JAPAN, COAST PORTS, ETC.

Kaifong	B. & S.	Sept. 23
Luchow	B. & S.	Sept. 23
Shantung	B. & S.	Sept. 23
Tungshing	J. M. Co.	Sept. 23
Hinsang	J. M. Co.	Sept. 23
Hwahyu M.	N. Y. K.	Sept. 23
Quinnabang	D. L. Co.	Sept. 23
Hangsang	J. M. Co.	Sept. 24
Siam Maru	O. S. K.	Sept. 24
Itola	P. & O.	Sept. 24
Sunning	B. & S.	Sept. 25
Kaifuku M.	N. Y. K.	Sept. 25
Cheongshing J. M. Co.		Sept. 25
Yuenhsang	J. M. Co.	Sept. 26
Haihong	D. L. Co.	Sept. 26
Chenan	B. & S.	Sept. 28
Kueichow	B. & S.	Sept. 28
Indus M.	O. S. K.	Sept. 29
Tenshin M.	N. Y. K.	Sept. 29
Taming	B. & S.	Sept. 30
Khiva	P. & O.	Sept. 30
Tiljatap	J.C.J. L.	Sept. 30
Tauraga	N. Y. K.	Sept. 30
Haitan	D. L. Co.	Sept. 30
Titgarom	J.C.J. L.	Oct. 1
Unhan M.	O. S. K.	Oct. 1
Yokohama M.	N. Y. K.	Oct. 2
Hosei M.	N. Y. K.	Oct. 3
Loongsang	J. M. Co.	Oct. 3
Laisang	J. M. Co.	Oct. 4
Dilwara	P. & O.	Oct. 7
Shinyu M.	N. Y. K.	Oct. 9

TIDE TABLE.

22nd to 28th September 1919.

Day	High Water	Low Water	Day	High Water	Low Water
22	23	24	22	23	24
Mon.	11.15	5.15	Mon.	11.15	5.15
Tues.	11.15	5.15	Tues.	11.15	5.15
Wed.	11.15	5.15	Wed.	11.15	5.15
Thurs.	11.15	5.15	Thurs.	11.15	5.15
Fri.	11.15	5.15	Fri.	11.15	5.15
Sat.	11.15	5.15	Sat.	11.15	5.15
Sun.	11.15	5.15	Sun.	11.15	5.15

m. morning. a. afternoon.

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A POLICE OFFICIAL'S SUPREME TEST.

According to Mr. d'Eyncourt, the Marylebone magistrate, the supreme test of a police court official is that, toward the end of a heavy day, when everybody is tired and weary, he shall be courteous to the most stupid and troublesome witness. Mr. d'Eyncourt recently presented Mr. A. W. Sampson, who has for 14 years been usher at the court, with a book of war bonds, subscribed for officials and others associated with the court, on his leaving to take up a position in the North London Court. The magistrate remarked that Mr. Sampson had passed the test.

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EARLIER TELEGRAMS.

PEACE WITH BULGARIA.

Paris, Sept. 19.

The Allies' peace terms were presented to the Bulgarian delegation at 10.30 this morning at the Quai D'Orsay. The Bulgarian delegates were given twenty-five days in which to make observations.

The presentation of the Bulgarian peace terms was a dull ceremony lasting twenty-five minutes before a meagre attendance of the public and pressmen. The Bulgarian Premier, M. Theodoroff, in the course of a speech, said the Bulgarians were impelled by sinister influence to enter an insane war against the wishes of the Bulgarian people. All authors of expenses would be ruthlessly punished.

London, Sept. 19.

A telegram from Paris says the treaty with Bulgaria stipulates that the southern boundary follows the Rhodope mountains, but an assurance is given that an economic outlet to the Aegean Sea will be secured. A proposal to give part of Dobruja to Bulgaria has been abandoned.

London, Sept. 19.

A summary of the Bulgarian treaty was officially issued to-night. The Ruman-Bulgarian frontier remains unchanged. Small portions of territory are ceded to Yugo Slavia, of which the most important are the town and district of Strumitza. The southern frontier follows a line from a point eight miles south-west of Rasmakli to Kilk, passing close to Ardashah and Daridars, which remain Bulgarian. South-east a small piece of Turkish territory is introduced. Bulgaria renounces in favour of the Allies all rights to Thrace, which is not yet assigned to anybody. The Allies have assured Bulgaria of outlets to the Aegean Sea to be fixed later. Bulgaria recognises the British Protectorate of Egypt. The military terms stipulate that the Bulgarian army be voluntary and not to exceed twenty thousand. No new fortifications shall be constructed, nor poison gas or liquid fire manufactured or imported, nor tanks or armoured cars. The manufacture of munitions shall be confined to a single factory. State controlled, whose output shall be strictly limited to the needs of the above force. All Bulgarian warships and submarines shall be surrendered to the Allies or broken up. The wireless station at Sofia shall be under Allied supervision. The armed forces must include military, naval and air forces. The Allies, while recognising that the resources of Bulgaria are insufficient to enable adequate reparation, agree to accept such reparation as is possible and have fixed the sum of francs 2,250,000,000 in gold, which amount will be discharged by a series of half yearly payments including interest at five per cent. on the capital outstanding and the provision of a sinking fund sufficient to extinguish the total amount on 1st January, 1933. In case of default of payments the Allied commission shall be entitled to control, correct and disburse certain taxes and revenue for the purpose of payment of the indemnity. Bulgaria undertakes to return to Greece, Rumania and Yugo-Slavia all records, archives and artistic and archaeological articles which were stolen in war time and also to deliver live stock in restitution of stolen animals, while by way of special compensation for the destruction of the Serbian coal mines Bulgaria will deliver to Yugo Slavia during the next five years fifty thousand tons of coal annually from the State mines at Pernik provided the Inter-Allied Commission is satisfied that such deliveries will not unduly interfere with the economic life of Bulgaria.

Paris, Sept. 19.

The Council has decided that the Bulgars shall evacuate West Thrace, which will be occupied by Allied troops. The Greeks will only occupy the zones at present held by them.

BRITISH EMPIRE EXHIBITION.

London, Sept. 19.

In 1916 the initial steps were taken to organise an exhibition of industries, inventions, products and raw materials of the British Empire to be held in 1921. A large and influential meeting was recently held in London which was attended by the Premiers, High Commissioners and other representatives of the Overseas Dominions and others interested in the scheme. When a resolution was passed that an exhibition on the above lines would be the best means of firmly binding together the peoples of the British Empire and restoring its commercial and financial supremacy it has now been decided that the exhibition shall be held under the auspices of the British Government. Extensive preparations are being made and, to ensure complete representation, local committees have been formed at most of the large centres of industry. It is left that the exhibition will offer an opportunity of demonstrating the magnitude of British resources at a time when such a demonstration is most needed.

FRENCH CAUSE CELEBRE.

Paris, Sept. 19.

The High Court of Inquiry Committee has pronounced by 7 to 2 votes to the arraignment of ex-premier Caillaux before the Senate, constituted as a Court of Justice, on a charge of plotting against the external security of the State. The report of the committee recalls notes discovered in his safe at Florence proving that early in the war Caillaux planned to seize power in order to make peace with Germany.

Paris, Sept. 19.

The execution of Lenoir, who was sentenced to death in connection with the famous "Bonnet Rouge" affair, has been postponed; it is believed in order to enable him to testify in the Caillaux case.

ALLENBY AT FELIXSTOWE.

London, Sept. 19.

General Allenby on visiting Felixstowe was widely welcomed. Replying to a municipal address he said the whole Empire must work together to put the Empire on a pedestal such as had never been before. If we all put our backs into it he was sure we could do this. He was confident of the future.

NEW AVIATION VENTURE.

Paris, Sept. 19.

It is announced that the French aviator Poulet will attempt, on September 28, to fly from Paris to Melbourne via Geneva, Rome, Brindisi, Salonika, Constantinople, Adana, Bagdad, Benderabab, Bushire, Karachi, Bombay, Calcutta, Bangkok, Singapore, Batavia and the islands of Tchindana, Timor and Roti.

WOMEN'S VOTES.

Paris, Sept. 19.

The Senate Commission has recommended the rejection of the bill enfranchising women.

EARLIER TELEGRAMS.

BRITISH POLICY IN RUSSIA.

London, Sept. 19.

Reuter is officially informed that there is no new development or change of policy towards Russia. This remains exactly as announced by Mr. Churchill.

With reference to the conflict of testimony as to the Supreme Council's decision regarding Russia the "Daily News" is semi-officially informed that "Mr. Lloyd George's intention was to submit to the Council the British decision to evacuate Russia. The British delegates point out that the question is one purely for the British Government to decide as the burden of all present operations in Russia is borne by Great Britain."

Paris, Sept. 19.

In the Chamber during the debate on the Peace Treaty the Socialist Deputy, M. Longuet, asserted that Mr. Bullit (mentioned on 17th September) took to Russia the proposals of peace drafted by Mr. Lloyd George. These were accepted by the Russians and brought back to Paris.

M. Clemenceau, interrupting, "To whom were they delivered? I never had any knowledge of the matter. If Mr. Lloyd George really made proposals of peace he never said a word thereabout either to me or to the Peace Conference."

M. Longuet replied that he was sure of his facts. He had many interviews at that time with the noble American officers Steffens and Bullit.

The counter-proposals of the Russians provided for cessation of hostilities, an amnesty, and of the blockade, re-establishment of commercial relations, the recall of the Allied troops and recognition of the debts of the old Empire.

M. Longuet asked what reply France made to the counter proposals brought back by Messrs. Steffens and Bullit.

M. Renaudel asked was it possible that the Government was ignorant of the proposals long published in the press or had not questioned the British and American Governments on the subject?

M. Clemenceau replied "I speak the truth; neither Mr. Lloyd George nor President Wilson ever said to me a word on such a peace." M. Longuet asserted that Mr. Lloyd George at that time declared that the counter-proposals were perfectly acceptable, but in view of the campaign by the Conservatives in Britain he refused to complete the negotiations. Now the British communiqué stated that the Council approved of the British policy of evacuation. He, M. Longuet, wanted to know France's policy towards Russia.

Paris, Sept. 19.

After a discussion by the Council of Five on Monday with reference to Rumania, Serbia and Fiume, Mr. Lloyd George was about to leave the Conference Chamber when he remarked to his colleagues, "What about the Russian question? I think you agree with me that we have had enough of the Russian expedition. I think we had better let the Russians alone to look after their own affairs." His colleagues presumably did not realise the importance of the question.

The British statement was issued shortly thereafter that the operations in Russia had been carried out by British troops and therefore withdrawal chiefly concerns Britain.

Archangel, Sept. 15.

The evacuation of the front is proceeding as smoothly as is consistent with the really formidable difficulties. So far there have been no casualties and it is fairly safe to prophesy that there will be none. The Britishers at intervals carry out small raids on the Bolsheviks. Therefore they never know we are going till we are well away. Lots of troops are ready to sail at Archangel, but there is a shortage of shipping. The boats which have gone were packed with thousands of civilians.

WITHDRAWAL FROM ASIA MINOR.

London, Sept. 18.

It is authoritatively reported that the British evacuation of Asia Minor has begun. Troops at Tiflis left on Sept. 11 and troops at Ognri have also withdrawn.

THE BALTIC STATES.

London, Sept. 19.

A report that General Gough read before the Supreme Council says the presence of German troops in the Baltic provinces is dangerous militarily and politically. They are making the provinces the basis for intervention in Russia. General Gough opines that the German Government can, if it desires, secure the obedience of the troops and recall von Goltz's soldiery.

POLISH SUCCESS.

London, Sept. 19.

An official message from Warsaw says the Poles have completely defeated strong Bolshevik forces near the town of Kraslawka, east of the Dvinsk, and captured Kraslawka, a number of prisoners and much war material. They also occupied the town of Dzina, midway between the Dvinsk and Vitebsk.

FIUME.

Paris, Sept. 19.

The "Temps" gives a Milan message stating that a message from the "Government of Fiume," smuggled through the cordon round Fiume, has been received appealing to all Italians to help their brothers in Fiume.

A meeting of Nationalists in Rome in connection with Fiume passed resolutions denouncing the Government, particularly Signors Nitti and Giolitti.

PONTEFRAC BY-ELECTION.

London, Sept. 19.

The Pontefract bye-election result was: Alderman W. Forrest (Coalition Liberal) 9,920; I. Burns (Labour) 7,445. There is no change, but the Government majority has dropped over two thousand.

HUNGARIAN COMMUNISTS ON TRIAL.

Copenhagen, Sept. 15.

The trial of the Communists has begun at Budapest. The accused include thirty-three commissaries, thirty-seven journalists and all the revolutionary judges and jurymen.

THE SILVER MARKET.

London, Sept. 17.

Silver is at 61 1/2 and 61, steady, buyers.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. YOKOHAMA M. (European Line) left London for this port via the Suez Canal on the 23rd August, and is expected here on the 1st October.

The Admiral Line s.s. OLEN will arrive at Hongkong about September 30th, from Portland via usual Japan ports and Shanghai.

The N. Y. K. s.s. TAMBA M. (European Line) left London for this port via the Suez Canal on the 9th Sept. and is expected here on the 18th Oct.

The N. Y. K. s.s. TENSIN MARU (Bombay Line) left Bombay for this port via Singapore on the 9th September, and is expected here on the 23rd September.

The N. Y. K. s.s. HOSEI M. (Bombay Line) left Bombay for this port on the 9th Sept. and is expected here on the 2nd Oct.

The American and Manchurian Line s.s. CITY OF FLORENCE is due to arrive here about 5th October.

The American and Manchurian Line s.s. CITY OF NEWCASTLE is due to arrive here about 10th November.

The American and Oriental Line s.s. MINERIO is due to arrive here about 5th October.

The R. M. S. EMPRESS OF RUSSIA arrived at Yokohama on 11th Sept. left there 13th Sept. and is due at Vancouver on 22nd September.

The N. Y. K. s.s. HWAH-WU (Bombay Line) left Moji for this port on the 17th Sept. and is expected here on the 23rd Sept.

The s.s. METHVEN arrived at Kobe on 17th Sept. left there 18th Sept. and is due at Vancouver on or about 6th Oct.

The N. Y. K. s.s. NIKKO M. (Australian Line) left Manila for this port on the 20th Sept. and is expected here on the 22nd Sept.

The N. Y. K. s.s. TANGO M. (Australian Line) left Nagasaki for this port and is expected here on the 23rd Sept.

The R. M. S. EMPRESS OF ASIA arrived at Shanghai on 20th Sept. left there 21st Sept. and is due at Manila on 24th Sept.

The R. M. S. MONTEAGLE left Vancouver for Hongkong via Japan ports and Shanghai on the 17th Sept. and is due here on or about the 13th Oct.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here—

Mr. Yuengen, 4th Floor 39, Midway of Canoe Road, from Shanghai.

Hanpingli, King Edward Hotel, from Peking.

Kwokchiu, 36 Battery Street, Yumati, from Amoy.

Liehseng Pharmacy, from Shanghai.

Hongwoosing, from Amoy.

Teechowdong Neehongdong, Vanee Street, from Shanghai.

Kwongshingcheong, from Takow.

Kwongwoosing East Des Voeux, from Amoy.

Tongyackching, from Kobe.

Kienfung Co., Vanyeu Street, from Shanghai.

Chuzang, Woosing West Street, from Shanghai.

Wadato, from T. Kio.

Ibarahyaku, c/o Japanese Consulate, from Osaka.

Manyewing, from Amoy.

Sakoiwakichi, Kaikima Maru, c/o Kamamura Prayaest, from Otaru.

Paktat, from Kobe.

Abekobe, from Kobe.

Cheungnig, Pottinger Street, from Shanghai.

Kusanglee, from Shanghai.

Nagase, from Osaka.

T. KRING.

Superintendent,

Hongkong, Sept. 19, 1919.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong—

Captain Anderson, Transport Hermelin, from Shanghai.

Fullerton c/o American Consul, from New York.

Nathmerlie, from Manchester.

Tir n Antogere, from Saigon-tandinh.

Wallis, Hongkong Hotel, from London.

D. de H. FARRANT.

Superintendent,

Hongkong, Sept. 19, 1919.

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In order that this motor shall stand up and have endurance under severe conditions, there have been provided liberal proportions of such feature as bearing area, water jacket volume and connecting rod & crank shaft strength. Lubrication is direct and positive. The use of accurately graduated helical timing gears and entirely enclosed and lubricated push rods, valve springs, etc., make one of unusual silence in operation.

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TIME TABLE.

WEEK DAYS.	Every 15 min.
6.00 a.m. to 6.15 a.m.	15 min.
6.15 a.m. to 6.30 a.m.	15 min.
6.30 a.m. to 6.45 a.m.	15 min.
6.45 a.m. to 7.00 a.m.	15 min.
7.00 a.m. to 7.15 a.m.	15 min.
7.15 a.m. to 7.30 a.m.	15 min.
7.30 a.m. to 7.45 a.m.	15 min.
7.45 a.m. to 8.00 a.m.	15 min.
8.00 a.m. to 8.15 a.m.	15 min.
8.15 a.m. to 8.30 a.m.	15 min.
8.30 a.m. to 8.45 a.m.	15 min.
8.45 a.m. to 9.00 a.m.	15 min.
9.00 a.m. to 9.15 a.m.	15 min.
9.15 a.m. to 9.30 a.m.	15 min.
9.30 a.m. to 9.45 a.m.	15 min.
9.45 a.m. to 10.00 a.m.	15 min.
10.00 a.m. to 10.15 a.m.	15 min.
10.15 a.m. to 10.30 a.m.	15 min.
10.30 a.m. to 10.45 a.m.	15 min.
10.45 a.m. to 11.00 a.m.	15 min.
11.00 a.m. to 11.15 a.m.	15 min.
11.15 a.m. to 11.30 a.m.	15 min.
11.30 a.m. to 11.45 a.m.	15 min.
11.45 a.m. to 12.00 p.m.	15 min.
12.00 p.m. to 12.15 p.m.	15 min.
12.15 p.m. to 12.30 p.m.	15 min.
12.30 p.m. to 12.45 p.m.	15 min.
12.45 p.m. to 1.00 p.m.	15 min.
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1.30 p.m. to 1.45 p.m.	15 min.
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3.15 p.m. to 3.30 p.m.	15 min.
3.30 p.m. to 3.45 p.m.	15 min.
3.45 p.m. to 4.00 p.m.	15 min.
4.00 p.m. to 4.15 p.m.	15 min.
4.15 p.m. to 4.30 p.m.	15 min.
4.30 p.m. to 4.45 p.m.	15 min.
4.45 p.m. to 5.00 p.m.	15 min.
5.00 p.m. to 5.15 p.m.	15 min.
5.15 p.m. to 5.30 p.m.	15 min.
5.30 p.m. to 5.45 p.m.	15 min.
5.45 p.m. to 6.00 p.m.	15 min.

NIGHT CARS.

8.30 p.m. to 9.00 p.m. 9.30 p.m. to 11.30 p.m. every 30 minutes till 11.30 p.m.

SATURDAY EXTRA CARS.

12.00 midnight to 1.00 a.m.

SUNDAYS.

WEEK DAYS.	Every 15 min.
6.00 a.m. to 6.15 a.m.	15 min.
6.15 a.m. to 6.30 a.m.	15 min.
6.30 a.m. to 6.45 a.m.	15 min.
6.45 a.m. to 7.00 a.m.	15 min.
7.00 a.m. to 7.15 a.m.	15 min.
7.15 a.m. to 7.30 a.m.	15 min.
7.30 a.m. to 7.45 a.m.	15 min.
7.45 a.m. to 8.00 a.m.	15 min.
8.00 a.m. to 8.15 a.m.	15 min.
8.15 a.m. to 8.30 a.m.	15 min.
8.30 a.m. to 8.45 a.m.	15 min.
8.45 a.m. to 9.00 a.m.	15 min.
9.00 a.m. to 9.15 a.m.	15 min.
9.15 a.m. to 9.30 a.m.	15 min.
9.30 a.m. to 9.45 a.m.	15 min.
9.45 a.m. to 10.00 a.m.	15 min.
10.00 a.m. to 10.15 a.m.	15 min.
10.15 a.m. to 10.30 a.m.	15 min.
10.30 a.m. to 10.45 a.m.	15 min.
10.45 a.m. to 11.00 a.m.	15 min.
11.00 a.m. to 11.15 a.m.	15 min.
11.15 a.m. to 11.30 a.m.	15 min.
11.30 a.m. to 11.45 a.m.	15 min.
11.45 a.m. to 12.00 p.m.	15 min.
12.00 p.m. to 12.15 p.m.	15 min.
12.15 p.m. to 12.30 p.m.	15 min.
12.30 p.m. to 12.45 p.m.	15 min.
12.45 p.m. to 1.00 p.m.	15 min.
1.00 p.m. to 1.15 p.m.	15 min.
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4.15 p.m. to 4.30 p.m.	15 min.
4.30 p.m. to 4.45 p.m.	15 min.
4.45 p.m. to 5.00 p.m.	15 min.
5.00 p.m. to 5.15 p.m.	15 min.
5.15 p.m. to 5.30 p.m.	15 min.
5.30 p.m. to 5.45 p.m.	15 min.
5.45 p.m. to 6.00 p.m.	15 min.

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